

GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month in the interest of progressive Grain Dealers

Vol. XXXI. No. 10.

CHICAGO, ILL., NOVEMBER 25, 1913.

PRICE \$1.50 PER YEAR
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Rang & Co., Henry, grain commission.
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Fitzgerald Bros. Co., strictly commission.*
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Gates Elevator Co., receivers and shippers.
Kemper, J. F., grain, hay and millfeed.
Sheets Bros. Eltr. Co., The, grain, hay, straw.
Shepard, Clark & Co., grain, hay and straw.*
Star Eltr. Co., receivers, grain, hay, straw.*
Strauss & Co., H. M., grain, seeds, hay straw.*

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Scott, E. E., broker grain, cottonseed meal, bags.

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Fruchtenicht, Henry, grain, mill products.
Schuff & Co., A. C., grain and hay.*
Thomson & Co., W. A., corn, oats and rye.
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Zorn & Co., S., grain.*

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Files-Thomson Co., field seeds and grain.

Directory of the Grain Trade

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Brown & Co., W. P., wholesale grain & hay.*
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Scruggs-Robinson Co., brokers & com. merchants.
Webb & Maury, grain and hay.*
Wyatt, E. W., grain, hay and millfeed broker.

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MERIDIAN, MISS.

McInnis, A. H., broker, grain, hay, cottonseed pdts.

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Owen & Brother Co., grain commission.
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Van Dusen-Harrington Co., grain merchants.*
Welch Co., E. L., grain commission.*
Wyman & Co., C. C., grain commission.*
Zimmerman, Otto A., barley specialist.*

MOBILE, ALA.

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Feltman, C. H., grain commission.
Grier & Co., T. A., grain commission.*
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Heck & Co., W. F., grain, hay and millfeed.*
Herb Bros. & Martin, grain and hay.*
Mahood Hay & Grain Co., hay, corn & oats.*
McCauffrey's Sons Co., Daniel, hay, gr'n, millfeed.*
McCaue, R. S., grain, hay.*
Seavey & Clark, grain, hay & millfeed.*
Smith & Co., J. W., grain, hay, feed.*
Stewart, D. G., & Geldel, grain, hay and feed.*
Walton Co., Sam'l, grain and hay.*

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Beveridge & Co., S. T., grain, hay, feeds, seeds.
Fairbank & Co., S. G., grain, hay, seeds.
Southern Brokerage Co., grain, hay, feeds & seeds.

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Urmston Grain Co., receivers and shippers.

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Goemann Grain Co., grain buyers.*
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Paddock-Hodge Co., The, receivers & shippers.
Southworth & Co., grain and seeds.*
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Respectfully,

CAUGHEY & CARRAN CO.
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the Grain Dealer—****GRAIN DEALERS JOURNAL**

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GRAIN COMMISSION
Solicit Your Consignments
MINNEAPOLIS
MILWAUKEE DULUTH

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GRAIN COMMISSION
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GOULD GRAIN CO.

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Consignments

A Specialty

Write for our Special Market Letter

MINNEAPOLIS, MINN.

Cereal Grading Co.

W. T. FRASER, Vice Pres., & Mgr.

GRAIN MERCHANTS

20 Years Experience in assembling and distributing Choice Rye for milling and distilling trade. Largest Rye handlers in the West. Also shippers of

Choice Milling Wheat, Oats, Barley and Screenings. Operating Elevator L.

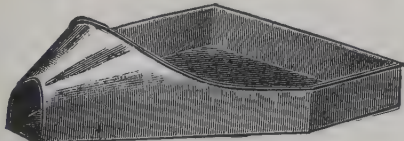
No. 3 Chamber of Commerce
MINNEAPOLIS, MINN.

GRAIN BOOKS
G. F. OLSON PRINTING CO.
CASH TICKETS SCALE TICKETS
STORAGE TICKETS
316-318 4th Ave. So., Minneapolis, Minn.

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who want to reach the regular grain dealers of the country use space in the GRAIN DEALERS JOURNAL.

GRAIN SAMPLE PAN



For Examining Samples of Grain and Seeds.
Made of Aluminum, strong, light and well made.
Will not Rust or Tarnish.

Grain Size, 2 1/4 x 12 x 16 1/2 inches. . . . \$1.50
Seed Size, 1 1/4 x 9 x 11 inches. . . . \$1.25

GRAIN DEALERS JOURNAL, La Salle St., CHICAGO

E. L. WELCH, Pres. and Treas.

T. H. WELCH, Secy.

E. L. WELCH COMPANY
GRAIN COMMISSION.

MINNEAPOLIS AND DULUTH.

Consignments solicited—give us a trial

**The Proper
Christmas Present**

for your business or a
Brother Grain Dealer
is a copy of

**Robinson's
Cipher Code**

Revised Edition

Bound in Leather, with
name in Gilt Letters.
Price \$2.25, prepaid.

GRAIN DEALERS JOURNAL
315 South La Salle Street
CHICAGO, ILL.

Want an Elevator?

Then consult the "Elevators
for Sale" columns in this issue
of the Grain Dealers Journal.

Clark's Double Indexed Car Register

Is a record book designed to afford ready reference to the entry or record of any car number. Facing pages 11x14 1/2 inches of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So that the required number can always be instantly found if properly entered.

ORDER FORM 40 contains 36 pages, bound in heavy canvas covers with spaces for registering 9,000 cars. Price, \$1.50.

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McCRAE, MORRISON & COMPANY
Shippers of Corn and Oats
WHOLESALE GRAIN DEALERS

When you want QUICK SERVICE, HIGH QUALITY and SATISFACTORY PRICES in this line, consult us.

None are more able to give you this than we.

Correspondence Solicited. **KENTLAND, INDIANA**

E. A. GRUBBS GRAIN CO.
Greenville, Ohio

Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and re-cleaned white oats.

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GRAIN HAY STRAW

Gluten Feed Empire State Grains Mill Feed

E. I. BAILEY

CLEVELAND, OHIO

Receiver and Shipper of
Corn, Oats, Millfeed

ASK FOR PRICES

KINSEY BROS.

GRAIN, HAY and SEED MERCHANTS

Field Seeds a Specialty

NORTH MANCHESTER, INDIANA

BALDWIN GRAIN COMPANY

GRAIN BROKERS

BUYERS OF CAR LOTS

R. C. BALDWIN, Mgr. BLOOMINGTON, ILL.

Write Us

H. J. Hasenwinkle Co., want
your consignments for the
Memphis market.

"STOCKBRIDGE SERVICE SATISFIES"
BUYERS AND SHIPPERS OF

GRAIN, HAY, BEANS AND WOOL

Stockbridge Elevator Co.
JACKSON, MICH.

CEDAR RAPIDS GRAIN CO.

Slightly Purified Oats a Specialty

Ask for Samples

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JOHN WICKENHISER & CO.

Wholesale Grain Dealers

TOLEDO, OHIO

We make track bids and quote delivered prices.
Solicit Consignments of Grain and Clover Seed.
Members Toledo Produce Exchange and Chicago
Board of Trade

INTERIOR GRAIN COMPANY
BARLEY A SPECIALTY

We buy and sell BARLEY, OATS, CORN. SEND us SAMPLES for bids.
WRITE, TELEGRAPH, PHONE us for prices.

Ship your grain to us for bids. If not accepted, we will forward to your
Commission House, Chicago or Milwaukee.

We pay drafts, order bill lading attached, give you official weights and make
quick returns.

DAVENPORT, IOWA

WHEN "SEEDY"

Try

C. A. KING & CO.

Toledo Leads World

Fort Wayne, Ind.**Egly-Doan Elevator Company**

Receivers and Shippers of

Corn and Oats

Fresh Country Run Stock Our Specialty

ASK FOR PRICES



Speed up your work
—give orders
—get data

without leaving your desk
—make every hour work
overtime for you—with

Western Electric Inter-phones

The busy executive who has an Inter-phone at his elbow wastes no time in getting things done—either by himself or his various department heads.

Inter-phones are made in three styles--wall, desk and hand set types.

Write for descriptive literature



WESTERN ELECTRIC COMPANY

Manufacturers of the 7,000,000 "Bell" Telephones

New York
Boston
Philadelphia
Pittsburg
Buffalo
Cleveland

Atlanta
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Richmond
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Dallas
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EQUIPMENT FOR EVERY ELECTRICAL NEED

Member Society for Electrical Development—"DO IT ELECTRICALLY"

AMERICAN SUPPLY CO

OMAHA — O NEBRASKA

*Manufacturers and Jobbers.
Largest Stock in the West*

The KEY to the situation is simply knowing where to find what you want.

OUR aim is to have the most complete line of MILL and ELEVATOR equipment, also POWER TRANSMISSION MACHINERY.

Let our engineering department solve your problems.

Just a Few

American Brand Transmission Rope.

American Brand Car Puller Rope.

Flintstone Leather Belt.

Diamond Rubber Belt.

Victor Balata Belt.

Ampere Red Stitched Canvas Belt.

Sonander Automatic Scales.

Howe Wagon and Hopper Scales.

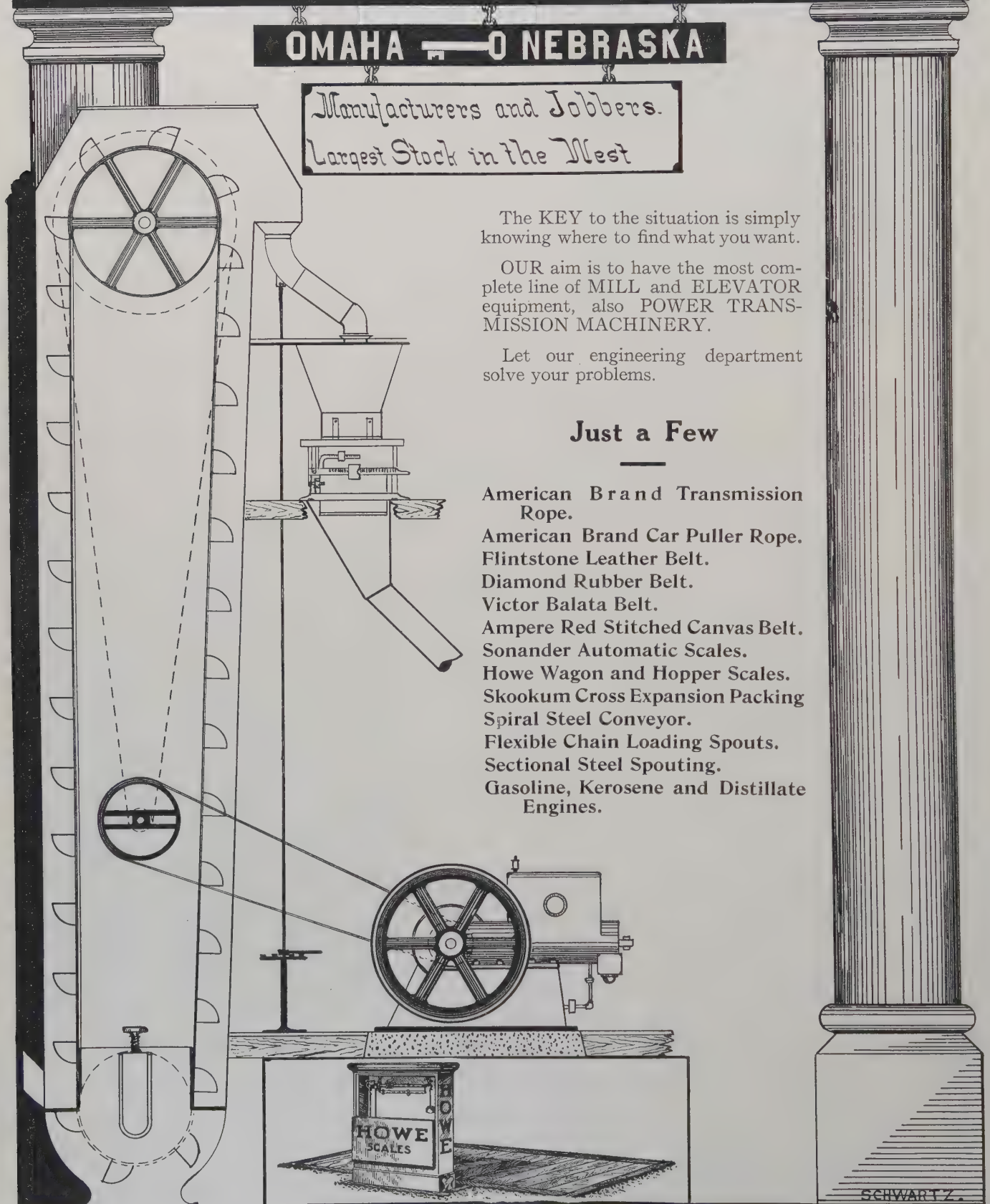
Skookum Cross Expansion Packing

Spiral Steel Conveyor.

Flexible Chain Loading Spouts.

Sectional Steel Spouting.

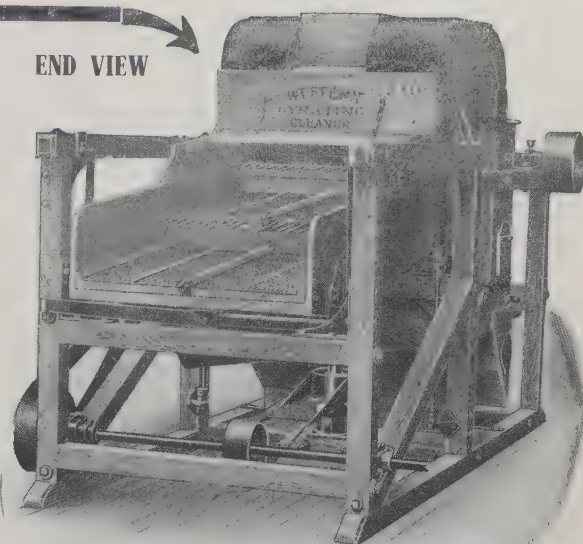
Gasoline, Kerosene and Distillate Engines.



SCHWARTZ.

Shake Off the "Tomorrow" Habit—

There never was a more opportune time than today to install a machine that would more than pay for itself, in better cleaned and separated corn. If you, in the past, have failed to perceive the logical sequence to the installation of a "WESTERN GYRATING CLEANER" we want to tell it to you again, its "More Profits—Bigger Results." Ask some of the successful operators at nearby stations, that ought to convince you. It will prove the

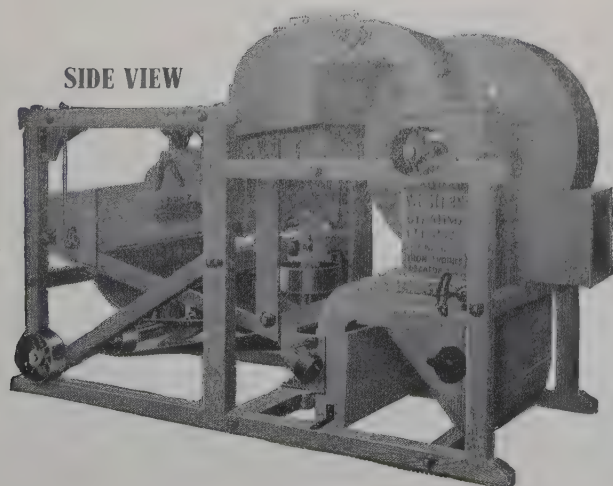


"WESTERN" Gyrating Cleaner

to be the best "money-making" and "profit-getting" device any grain elevator operator can install.

A "WESTERN" Gyrating Cleaner enables you to buy grain of any grade and quickly and cheaply raise it one or two grades, thus securing the premium prices and extra profits from your shipments. Clean grain always demands high prices, and the cleaner the grain the higher the price.

A "WESTERN" Cleaner cleans grain faster, better and cheaper than any other cleaner manufactured. You can read all about it and many other valuable features in our book "Everything From Pit to Cupola." It's free, but you may find it worth a fortune, at least a respectable addition to your year's income.



**UNION
IRON
WORKS**
Decatur, Illinois

A stock of "WESTERN" Shellers and Cleaners is carried at 1221-1223 Union Ave., Kansas City, Mo.



OLDEST and largest manufacturer of Rubber Belting for conveying and elevating grain, etc., etc.

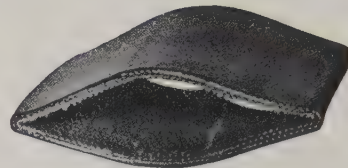
New York Belting & Packing Co.

91-93 Chambers Street, NEW YORK

130 West Lake Street
CHICAGO, ILL.

2nd Avenue, N., and 3rd Street
MINNEAPOLIS, MINN.

The **OPENING**
THE OF **PLIES**
like this



or
the **SPLITTING**
OF THE **SEAMS**
like this

in rubber belting, has always been a source of expensive annoyance, the belting proving useless on these accounts long before it was **ACTUALLY WORN OUT** in service, and usually at a time when it was most needed, causing shut downs that are often costly.

"R. F. & C." Solid Woven Rubber Belting perfectly eliminates not only the defects illustrated above but also every other difficulty met with in the operation of rubber belting, and is recognized as the highest type of rubber belting produced, by Engineers, Contractors, Mechanics, Elevator Builders and Operators, in fact by every user who has given **"R. F. & C."** a thorough trial.

Your request will bring you full data, samples, etc., **that will convince you.**

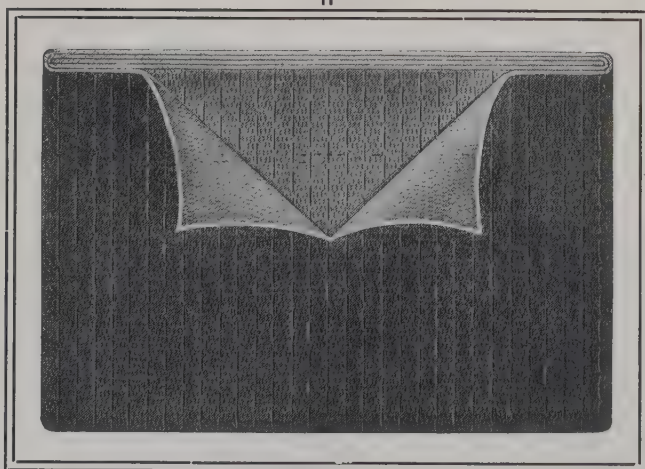
Write Us NOW!

W. H. SALISBURY & CO., Inc.

SINCE 1855

Belt Manufacturing Experts CHICAGO, ILL.

A Special Belt for Elevating and Conveying Grain



"REXALL"

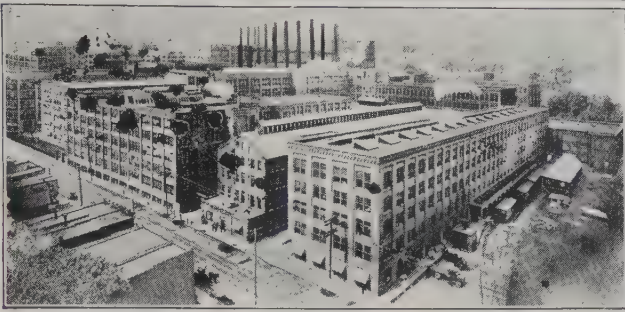
DOUBLE-STITCHED BELTING

Installed — will mean **ECONOMY**
to you — **BECAUSE—**

1. Plies *cannot* separate.
2. Edges *cannot* ravel.
3. Bucket Bolts and fasteners *cannot* pull out.
4. No deterioration like in rubber.
5. Always pliable.
4. Costs less than rubber and lasts twice as long.

IMPERIAL BELTING CO., CHICAGO

There is nothing in Goodrich Advertising
That isn't in Goodrich Goods



Let our 43 years' experience save you money

When making installations or replacements of grain conveying belt, let our long experience save you money.

We have a specially built belt that will give you just the kind of service you want and prove most economical, too—

Goodrich Grainbelt

The duck is specially designed for this use to give rigidity lengthwise and flexibility crosswise. The friction and cover are of high quality. Gives long years of service. Grainbelt runs straight and true. Doesn't spill. It's the belt for you.

Write for full particulars



The B. F. Goodrich Company

Makers of Goodrich Tires and
Everything that's best in rubber

Factories AKRON, O.
Branches in all Principal Cities

J-M FYRO FIRE EXTINGUISHER



This extinguisher is positively the simplest and easiest to operate on the market. No mechanical force is required. No pumping—no unscrewing of nuts—no tearing off of caps—no turning upside down. No delays of any kind. Simply hold in an upright position and turn the wheel. "J-M Fyro" does the rest.

The extinguishing fluid used in "J-M Fyro" is a liquid gas. Tests prove that this liquid has **ten times** the fire fighting efficiency of the average chemical used in chemical extinguishers. It will extinguish any fire in its incipient stage, whether due to gasoline, naphtha, oil, varnish, calcium carbide, electricity, etc.

"J-M Fyro" fluid contains no moisture. It will not injure the most delicate fabrics or furnishings.

Write nearest Branch for booklet.

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THE CANADIAN H. W. JOHNS-MANVILLE CO., LIMITED
Toronto Montreal Winnipeg Vancouver 2105

Everything for the Elevator

Bland's Flexible Spouts

Interchangeable Sections
Swivel Head

THE BEST CAR LOADER
ON THE MARKET

GRAIN DEALERS SUPPLY CO.

Minneapolis,
Minn.



*Write for
Our New
Catalog*

TESTING SCALES and SIEVES, EMPIRE and SALEM
BUCKETS, RUBBER, LEATHER and CHAIN BELTING
REPAIR WORK

We send men all over the northwest to repair and remodel elevators.

If you are going to make changes, let us send a representative to figure it.

NEW ERA MANLIFT

Users consider our "New Era" Manlifts to be the best—always reliable. We make

HAND ELEVATORS
POWER ELEVATORS
DUMBWAITERS
INVALID HOISTS
BOX HOISTS, ETC.

Write for prices when needing anything in our line

Sidney Elevator Mfg. Co., Sidney, Ohio
Mention this paper.

**The Van Ness Safety
Roller Bearing Manlift**

Is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.

Has wire cable and cotton hand line. Sold on 30 days trial. Write for circulars and prices.

Manufactured and for sale by
**R. M. Van Ness
Construction Company**
Fairbury, Nebr., and Lincoln, Nebr.


**SUCCESS
SAFETY MAN LIFT**

ATTENTION,
ELEVATOR CONTRACTORS!

Write us for our Special
Proposition for 1913

DO IT NOW

HASTINGS

Foundry & Iron Works
HASTINGS NEBR.


**Grain Dealers Everywhere Are Using
The Automatic Dump
Controller**


Entirely under the driveway floor and takes up no room.

Easily attached to a rail, platform or dump scale.

Has control of the dump from the time that the trigger is pulled and causes it to settle down easily and without the least jerk or jar.

Shipped on 30 or 60 days' trial

Also build

Grain Elevators

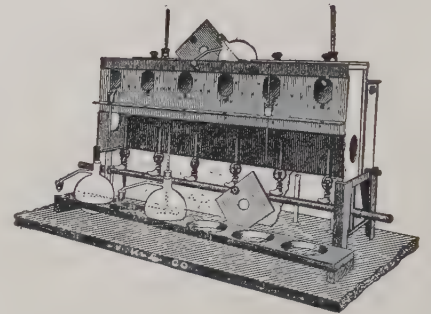
Write for plans and estimates.

L. J. McMILLIN
Board of Trade Building
INDIANAPOLIS, IND.

ARE YOU GETTING THE GRADE OF CORN YOU ARE PAYING FOR?

Every load of corn as it is received should be tested. This assures the buyer he is getting the grade he is paying for.

The easiest, quickest and surest apparatus for testing corn is a



Brown & Duvel Moisture Tester

as designed and adopted by the U. S. Department of Agriculture, Washington

These Testers are simple in construction, though well built; are easily installed and operated and are guaranteed to give accurate results and perfect satisfaction if properly handled.

"Write for Descriptive Literature"

THE KNY-SCHEERER CO.

Dept. of Seed Apparatus

404-410 West 27th St.

Speaking of Christmas

Why not express your appreciation for the past patronage of the grain man through your logical messenger, the Christmas Number of the GRAIN DEALERS JOURNAL, published Dec. 25th.

May we send you an appropriate advertising suggestion?

Grain Dealers Journal

315 S. La Salle Street, CHICAGO, ILL.



Alschuler
611 Schiller
Bldg.
Chicago

JUMPING ANIMALS

Something New
Greatest Advertising
Novelties for Conventions
or General Distribution.

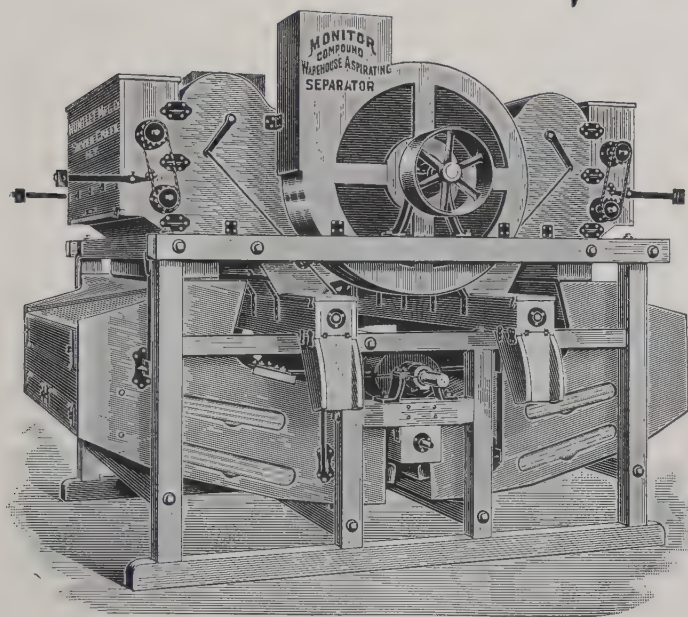
Write for samples and
prices quick.

We carry large lines of
advertising novelties in
metal, leather and celluloid.

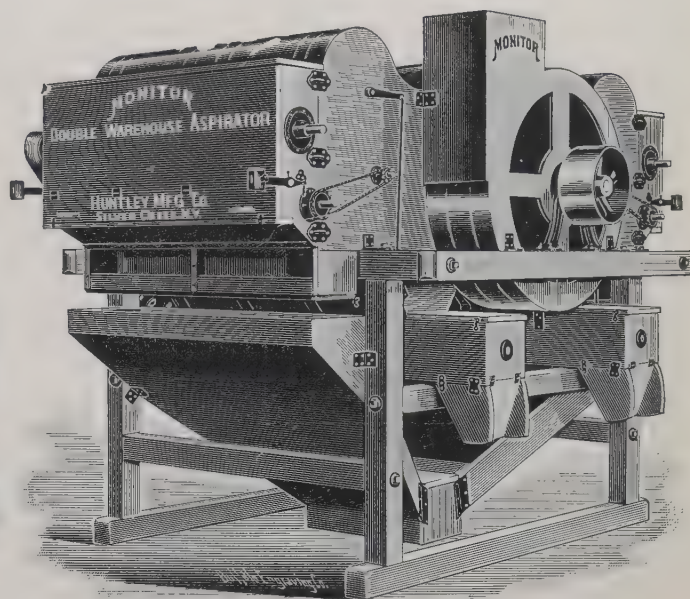
Pocket Knives
Novelty Pencils
Match Safes
Coin Holders
Bill Folds
Memo Books
Pocket Diaries
Card Cases
Paper Novelties
and
European Goods
From 64 Factories

Ask for Samples

Monitor



Air and Screen Cleaning



Air Cleaning and Cooling

Whale Capacity Cleaners

1,000 to 12,000 bushels hourly capacities

Small Space — Light Power

Thundering big capacity with very light power and small space required. For the elevator where extraordinarily big capacities are wanted these machines meet every requirement; capacities range from 1,000 to 12,000 bushels per hour—one model is for regular air and screen cleaning work, while the other is for air cleaning without screen work, and is also a splendid outfit for cooling grain. Operating with wonderfully light power, either of these machines will perform remarkable work handling enormous quantities of grain with almost no care or attention whatever. We recently built one of these 12,000 bushel capacity machines to take the place of three other cleaners, all of different makes. We cut the previous standard for power, where the three machines were used, to one-half; made a saving of 100% in floor space; cut down care and attention by over 100%, and the work of the "Monitor" "Whale Capacity Cleaner" is proving a revelation to the user. If it is big capacity you are wanting, study these machines, let us put before you their specifications, our claims and guarantee—it's an interesting story, why not hear it?

—121—

**Other Styles
of Grain Cleaners**

HUNTLEY MANUFACTURING CO.

Silver Creek, N. Y.

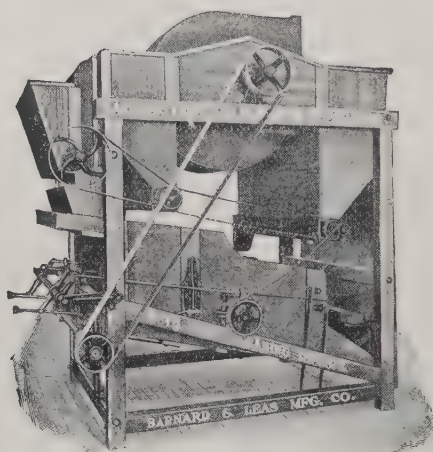
The World's Largest Makers of High Grade Grain and Seed Cleaning Machinery.

Barnard's Separators

The first successful wheat separator was the BARNARD SEPARATOR.

This separator for the past sixty years has been well and favorably known as the leading machine of its class.

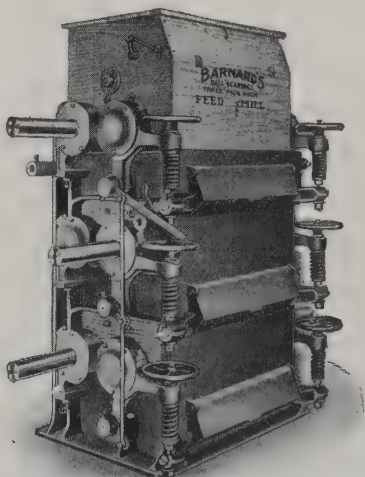
Counter balanced sieves and automatic sieve cleaners are original with BARNARD SEPARATORS.



Barnard's Ball Bearing Three Pair High Feed Mill

We were the first to use a reliable and trustworthy ball bearing in roller mill construction.

Their superiority over the old style bearing was at once so apparent that we have equipped our complete line of Feed Mills with these bearings.



BARNARD & LEAS MFG. CO.

MILL BUILDERS AND
MILL FURNISHERS

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

From the first crude machine down to the present complete and modern separator the name "Barnard" has stood for all that was best in separators.

The present line is most complete and includes machines for every purpose and of all capacities.

Our new shops enable us to give very prompt and satisfactory service.

We stand ready to guarantee any mill you may select from our line.

If you wish to reduce your fuel bill 40% to 50% and secure the many minor savings and comforts coincident with the use of ball bearings, it will pay you to investigate these mills.

GRAIN ELEVATOR BUILDERS

G. H. Birchard
CONTRACTOR OF Grain Elevators.

Especially Designed for Economy
of Operation and Maintenance
LINCOLN, NEB.

Are you going to build or repair
Your Elevator

For the kind that give satisfaction, write,
W. H. CRAMER
ST. PAUL NEBRASKA NO. PLATTE

A. F. ROBERTS

ERECTS ELEVATORS
CORN MILLS
WAREHOUSES
FURNISHES PLANS
ESTIMATES
MACHINERY

SABETHA, KANSAS

DO YOU WANT?

a modern and up-to-date
elevator? Then write to

J. A. H. Whaley, Sedalia, Mo.

"Builder of Modern Elevators"
Plans and Estimates on request.

**STEEL TANKS
PLATE WORK**

WM. GRAVER TANK WORKS
EAST CHICAGO INDIANA

I. J. HERRING

Contractor and Builder of Grain Elevators.
20 years' experience. Estimates furnished.

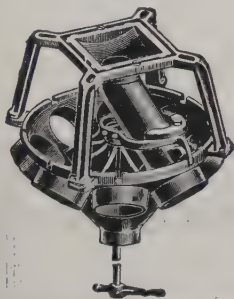
HASTINGS, NEB.

HALL SPECIAL

(Elevator Leg)

We presume you wish to reduce expenses in your elevator if possible.

Here's How!



Install a Hall Special elevator leg which will
elevate your grain, without a choke or mix, in half
the time it was elevated with the old system; and
utilize every inch of bin space.

The Distributor alone pays for itself sometimes
in a day, and lasts a life time

Write us for particulars
and our catalogues

HALL DISTRIBUTOR CO., 222 Range Bldg., Omaha, Nebr.

**ELEVATOR BUILDERS
and MILLWRIGHTS**

For complete satisfaction
call on

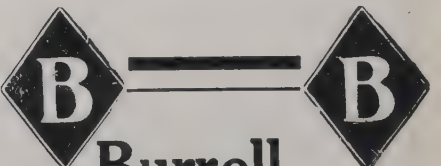
GODFREY & SON
El Reno, Okla.



C. E. Bird & Co.
MINNEAPOLIS

Elevator and Mill
Builders

16 Years'
Practical Experience



**Burrell
builds
the best.**

Burrell builds the best
of any type of an elevator
in wood or concrete
construction. Plans and
estimates a specialty.
Write your wants to

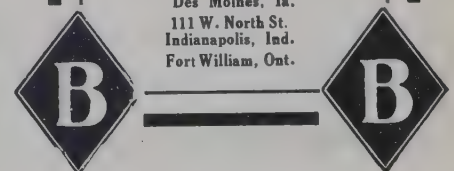
**Burrell
Engineering &
Construction
Company**

1102-8 Webster Bldg.
Chicago
(Opp. Board of Trade)

827 Chamber of Commerce
Detroit, Mich.

711 Hubbell Bldg.
Des Moines, Ia.

111 W. North St.
Indianapolis, Ind.
Fort William, Ont.



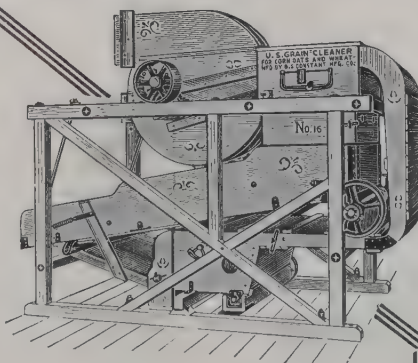
The Perfection of the

**U. S. Corn Sheller
U. S. Grain Cleaner
U. S. Friction Clutch**

and the entire

"CONSTANT LINE"

warrant its installation
in every elevator contract.



Insist on the above, and our **Self-
Locking Rail Dumps, B. S. C. Chain
Drag, Ball-Bearing Safety Man-
Lift, Dandy Turn Heads, Dust Col-
lectors and Elevator Boots and
Heads** for an ideal elevator equipment.

Our Catalog and Experts' Services
are yours upon request. Write

B. S. Constant Mfg. Co.
BLOOMINGTON, ILL.

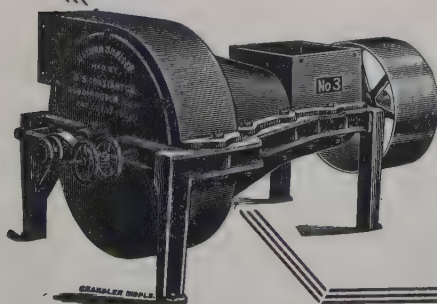


Figure the amount of advertising
carried—Can you doubt our ability to **Produce Results**

GRAIN ELEVATOR BUILDERS

REAL Builders of
REAL Elevators

We can build at very low cost, if you want that kind of an elevator. Does it pay?

Wood or Concrete Construction.

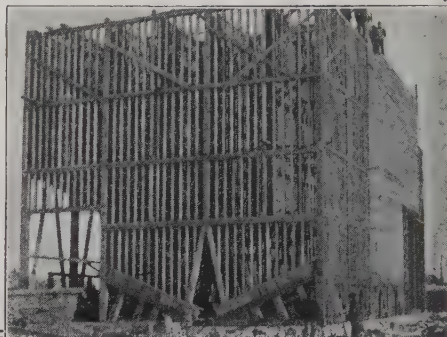
YOUNGLOVE CONSTRUCTION CO.

218-220 Grain Exchange, SIOUX CITY, IOWA
WESTERN OFFICE, Box 326 Harlowton, Montana

From a ten-penny nail
to the largest timber

every part of a
**RELIANCE
ELEVATOR**
is installed for a purpose, and installed so it will serve its purpose. Plans and estimates.

**Reliance
Construction Co.**
Board of Trade
INDIANAPOLIS



Fireproof Elevators

QUALITY — PRICE
RESULTS

Everything Right



G. C. Christopher
A. C. Rynders
OWNERS

Wichita,
Kansas

R. M. Van Ness Construction Company
Designers and Builders of

MODERN GRAIN ELEVATORS

Plans submitted. Correspondence solicited.
Offices at

LINCOLN, NEBR., and FAIRBURY, NEBR.

J. A. HORN FRANKFORT, IND.

624 Board of Trade Bldg., Indianapolis, Ind.

Contractor, Designer and Builder of

Grain Elevators, Mills & Warehouses

Wood, Concrete or Steel

Decatur Construction Co.

Incorporated

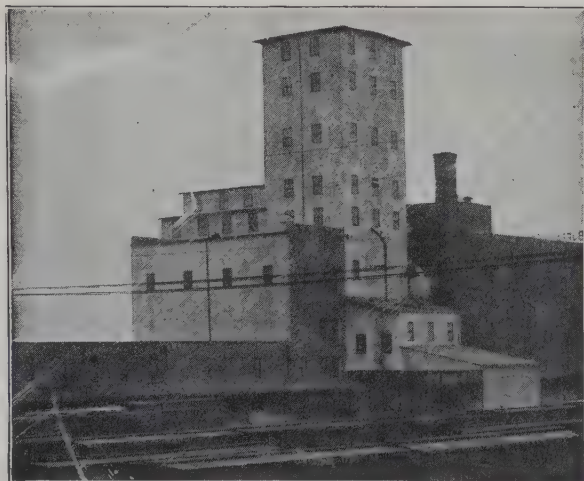
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Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

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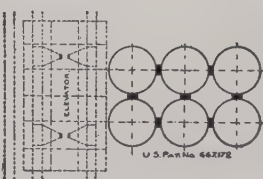
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The Gerber Patent Flexible Chain Telescope Car Loading Spout



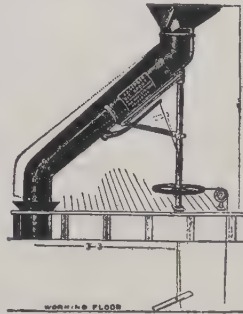
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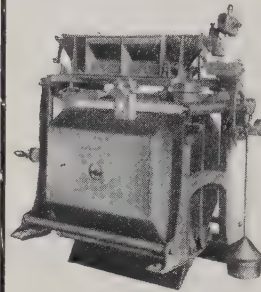


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CRUSH ear corn (with or without shucks) and GRIND all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

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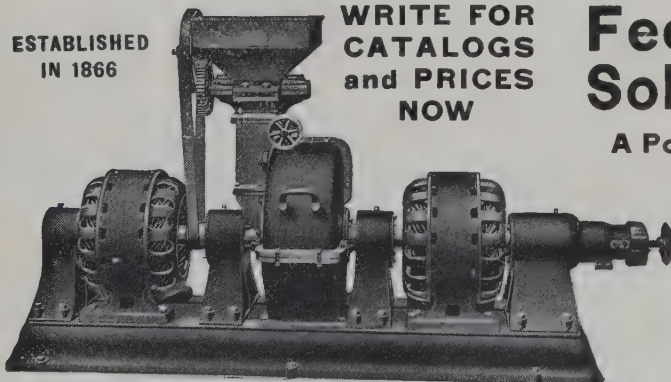
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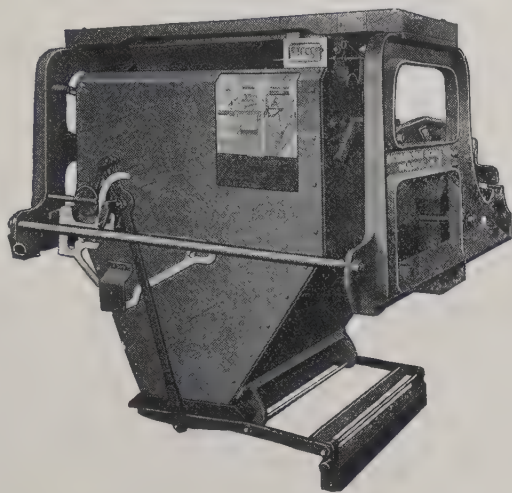
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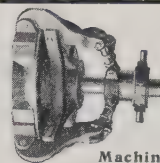
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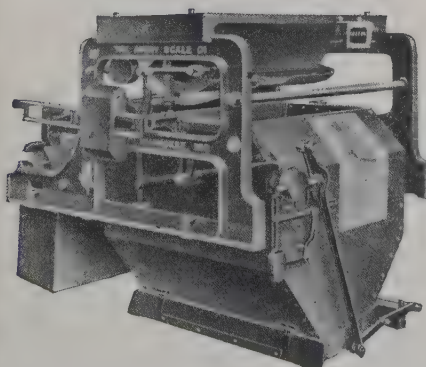
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are accurate, positive, reliable and the most satisfactory machine to install.

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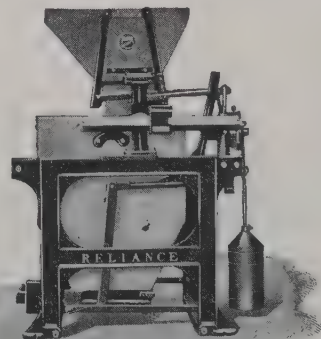
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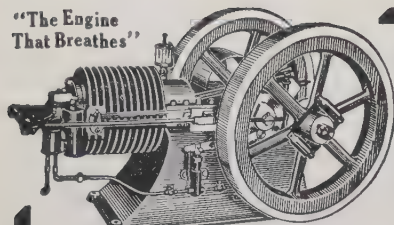
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CHICAGO - ILLINOIS

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We carry a large stock and can fill orders promptly.

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We handle a full line and can give you a machine for any kind of work you want to do.

Roll Corrugating and Grinding

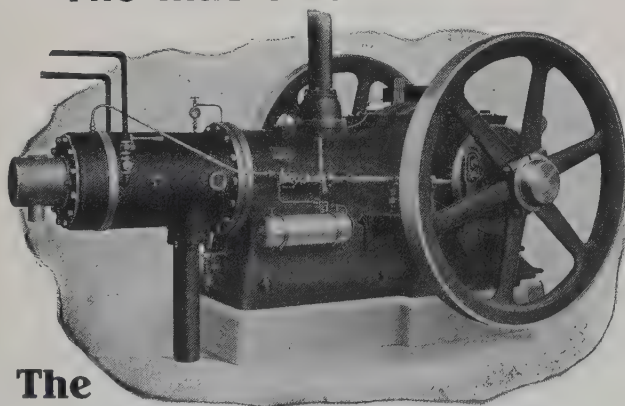
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Stop Those Leaks in Your Power Plant — Investigate "The Master of Them All"



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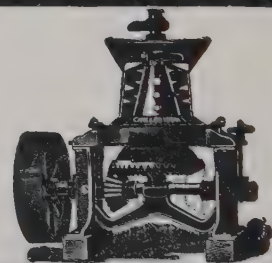
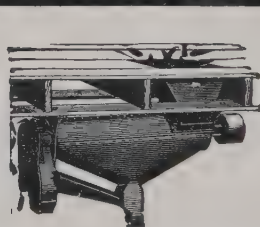
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Operating on Any Liquid Fuel That Will Burn When Cast Into the Fire. It does not even need to be refined—put it in tar and all. The engine keeps going just the same—the only requirement is that the oil be thin enough to pump.

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At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Order Form 20. Price \$1.75

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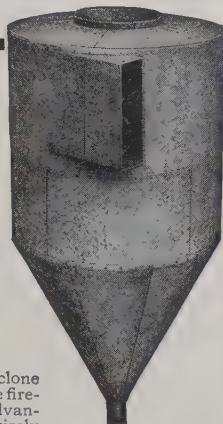
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Our Improved Cyclone Dust Collectors are fire-proof. Built of galvanized steel. Entirely automatic. Have no moving parts. No braces or projections for materials to catch or lodge. Take less power. Increase capacity of fans.

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The Problem was to Eliminate the Loss of Half the Power, or Volume of Air Current.

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In 1903, and used it continually ever since.

Read this user's convincing testimonial:—

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is the most compact, durable, practical and satisfactory of all car loaders. Let us send you a "Boss" on trial.

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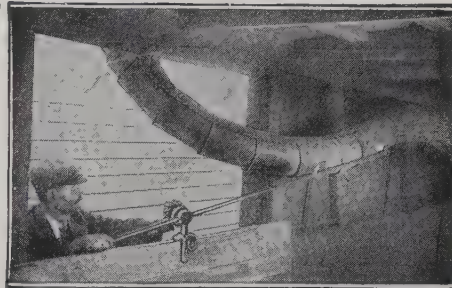
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Saves pocketing of dust and dirt and lower grades of grains right in front of car door. Will grade your grain from one to two points higher on account of even distribution, which pays for itself. Saves time and annoyance of crawling into car when loading. Hundreds in use. Fully guaranteed. Write now for descriptive matter and references. Agents wanted.

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become acquainted with any user. We will gladly send list.

Why you should install the MATTOON—

It is impossible for it to mill or crack the grain.

It will fill largest cars to full capacity, without any labor in the car.

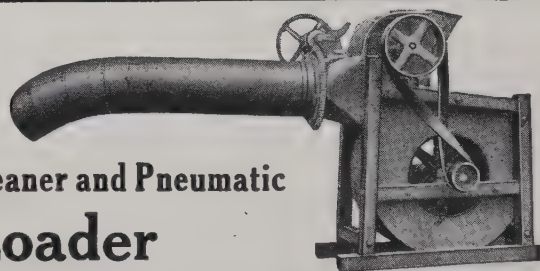
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Pneumatic Grain Conveyor and Elevator

For car-loading, conveying and elevating.

It will transfer around angles.

It will not produce chaff, crack or bruise any grain or corn.

Positive force feed ahead of the fan, no matter how light the material to be transferred.

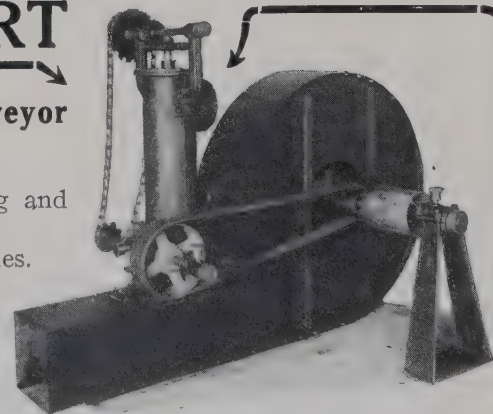
Durable, simple.

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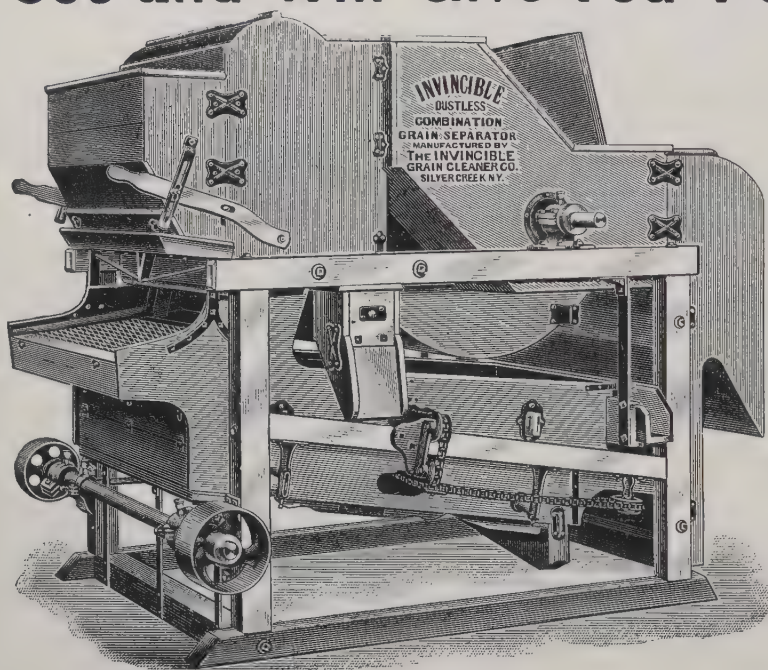
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It's just a question whether you prefer to take in the screenings with the wheat at wheat prices or whether you make sure that your good wheat money buys wheat only and not screenings.

The modern way is to clean the wheat from the wagons and pay for the good. That is a legitimate way of getting a proper yield from your dollar.

We send the machine on trial and guaranteed.

Fully equipped with self-oiling bearings and pitmans of the latest type.

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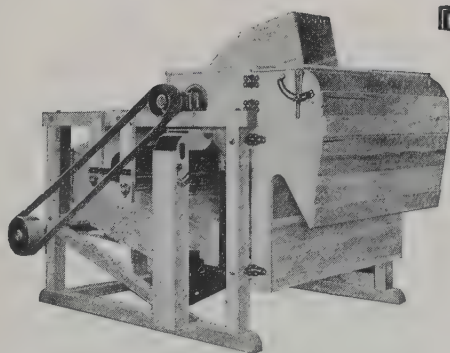
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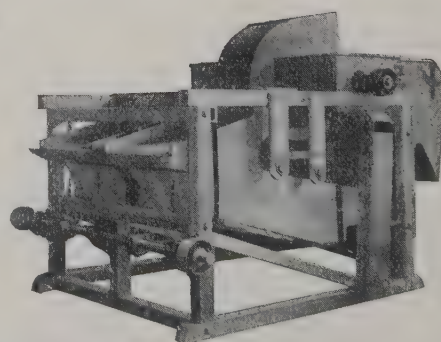
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is used by nearly every poultry food manufacturer in the country.

Universally popular by reason of the excellent service it renders.

A most profitable machine to use.



We have devoted years to the perfection of these Graders and expended large sums of money to insure to the user that high efficiency which the trade has learned to expect from a concern which has specialized in a certain branch of work.

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SOUTHWEST IOWA elevator for sale. Twenty-five thousand cap.; good shape in every way. Reason for selling, to settle estate. Write Box 93, Shenandoah, Iowa.

KANSAS elevator for sale, Marshall Co. Has sheller, cleaner, hopper scale, gasoline engine, cob house, office and scale. No trades. Address S. C. H., Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—3M Nebraska elevator with coal and lumber in connection. Also residence if wanted. For further information address Oxford, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator and warehouse at Sussex, Wis., 12,000 bu. capacity. Good opportunity for feed business also. Price \$1,500. Chas. F. Glavin, 403 Chamber of Commerce, Milwaukee, Wis.

FOR SALE—Three elevators in Northwestern Iowa. Coal business at one station. Will pay 15% on the whole investment. Address Randolph, Box 10, Grain Dealers Journal, Chicago, Ill.

IOWA ELEVATOR for sale, in best grain section of the state. Good competition and a big crop to handle. Always a money-maker. Address Bell, Box 5, Grain Dealers Journal, Chicago, Illinois.

ILLINOIS elevator for sale; 25 M capacity; located on I. C. Ry.; private ground; cement and coal business; good opening for lumber yard, none within seven miles. Station handles 500 M; one other competitor. Address J. C. Boyce, DeLand, Illinois.

FOR SALE—A line of 12 elevators and one flour mill and elevator combined, for sale, situated in the best grain territory in the United States; no failure of crops; no competition. Will sell singly or altogether; owner wishes to retire. Address The John H. Lynds Mill & Elevator Co., 406 Board of Trade Bldg., Kansas City, Mo.

FOR SALE—10 M elevator, equipped with a 15 horse Otto gaso. engine; 300 bus. hopper scale; Hall Distributor; cleaner; also Bowsher feed mill. Office detached with new steel frame Howe platform wagon scale. Located in one of the best wheat and corn counties in Northern Kansas. Address Best, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator, coal and implement business in Western Ohio on Big 4 R. R. Town about 1,200; 2 good banks; splendid farming community; elevator has about 20,000 bu. capacity; in good repair; one competitor, but this is much the largest house. Implement house 40x80 feet with three floors; 2 room office; 2 room flour and feed house; coal bins; barn, all situated on 2 acres ground on main street of town. About \$3,000 stock of implements. Good implement, coal and feed business. Also considerable fertilizer and flour sold. Live party can do an enormous business here. Will take good Indiana farm for part. Address Rare, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

NEW MODERN 12,000 bu. elevator for sale at Waverly, Mo., on Mo. P. Ry. Address W. A. Genther & Co., Waverly, Mo.

FOR SALE—Six elevators in the best part of Nebraska. Will sell one or all. Address Nebraska, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Grain elevator at Charleston, Coles County, Illinois; also one at Hindsboro, Douglas County, Illinois. Write Joseph H. Barnhart, Danville, Illinois.

INDIANA elevator for sale or trade; 15,000 bu. capacity; on C. & E. I. Ry.; just completed. Address E. M. H., Box 10, Grain Dealers Journal, Chicago, Ill.

OHIO elevator for sale, best elevator in the state for handling grain, and plenty of it to do. Excellent flour, feed and coal business. Address Center, Box 10, Grain Dealers Journal, Chicago, Ill.

MUST SELL—A-1, new elevator and feed mill doing big wholesale and retail grain and feed business. Best proposition in Kansas. Handled over 200,000 bu. grain last season. Address American, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WANTED TO RENT—2 elevators in good towns. Advise fully. Address Royal, Box 9, Grain Dealers Journal, Chicago, Ill.

WILL EXCHANGE a section of improved land in (P'handle) Tex. or ¼ section in Kansas, for a good elevator. Address E. J., c/o Ladora Lumber & Grain Co., Ladora, Iowa.

192½-ACRE FARM, 1½ miles of Hamilton, O.; barns, 9-room brick house, 8-room frame house; good orchard with 200 cherry trees; two large banks in town. Will exchange for elevator. Address Progress, Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED—An elevator in a county seat town, Northeastern Indiana or Northwestern Ohio, or will purchase interest in a money-making proposition. Address Herbert, Box 8, Grain Dealers Journal, Chicago, Ill.

WANTED TO BUY a good elevator at a good grain point in Iowa, must be located in good territory and in small town with good school and competition. Price must be right, will not pay for any business, simply what plant is worth. Address Business, Box 9, Grain Dealers Journal, Chicago, Ill.

WILL TRADE 1,500 acre ranch, all fenced and cross fenced; with good 7 room house, strictly modern; large barn, water piped into it; good hog house; hen house; granary; milk house and endless supply good water; Western Nebraska, for elevators in Southern Minnesota. Address Iomen, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE OR TRADE.

Desirable ten-room, grey stone front residence, in best residence section of Chicago, Kenwood. Modern and complete in all respects. Close to Illinois Central suburban and electric street lines. 15 minutes to the city.

Having left Chicago will sell same at bargain or trade for Central Illinois land or desirable country elevator in Central Illinois.

Price, \$9,000.00.
Address Kenwood, Box 8, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED—Experienced millwright and elevator foreman to operate and keep in repair, a thoroughly modern grain elevator located in Central Indiana. Address The J. T. Detchon Co., New Richmond, Ind.

COMPETENT ELEVATOR MANAGERS, operators and grain buyers can quickly secure positions to their liking thru an insertion of an advertisement in the "Situations Wanted" column of the Grain Dealers Journal, Chicago.

SITUATIONS WANTED.

WANTED—Management of Farmers Elevator in Iowa; employed at present. Can give best of references. M. J. L., Box 10, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of line elevator; experience: 1 year as helper, 4 years as manager; age 30; best of references. J. H. Ravelle, Bostwick, Nebr.

WANTED—A position as manager of Farmer's elevator; have had 12 years experience in the independent grain business. C. L. Broderson, Upham, N. Dak.

EXPERIENCED GRAIN ELEVATOR managers and operators have 6,000 possible openings to apply for by making their want known through the "Situations Wanted" columns of the Grain Dealers Journal.

A GRAIN MAN and practical elevator operator, either steam or gasoline, wants a position with a good Farmer's Company as manager. Best of references. Address O. K., Box 10, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—By young man, single, as grain buyer, five years' experience buying and handling elevator; speak Swedish and English; am at present employed; best of references. Address West, Box 9, Grain Dealers Journal, Chicago, Ill.

COMPETENT and experienced millwright and elevator foreman desires position operating elevator or keeping line of elevators in condition. Position must pay well. Address Elevator Builder, Box 4, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as traveling solicitor or in office of good grain firm where chances of advancement are good, by man of 32 who has been in grain business all his life, also had experience as auditor. Can give good references. Address Grain, Box 10, Grain Dealers Journal, Chicago, Ill.

BUSINESS OPPORTUNITIES.

FOR SALE—A stock of mdse. in small town, doing good business, a paying proposition. Address Mdse. Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED parties to invest in well established Minneapolis and Duluth Grain Commission business. Address Fargo, Box 10, Grain Dealers Journal, Chicago, Ill.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

FOR SALE—One-half interest in a Farmers Mill and Elevator Company. Mill running steady and elevator will handle 125,000 to 150,000 bus. this crop, and country improving. Good chance for live man. Don't answer unless you have money. Address David, Box 6, Grain Dealers Journal, Chicago, Illinois.

PARTNERS WANTED.

PARTNER WANTED—Want opportunity to take partnership in elevator, placing my time against capital. Experienced. References furnished and required. Address Competent, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

IF YOU WISH to sell your elevator promptly and quietly, write me, giving full particulars. Address Jas. M. Maguire, Campus, Ill.

YOU CAN SELL YOUR ELEVATOR for cash or transfer farms or other property through our system. If interested write us. Black's Business Agency, 21 Main st., Durand, Wis.

MILLS FOR SALE.

FOR SALE or trade for income property or land, a nice 50-bbl. steam roller mill and 10,000 bu. elevator. Address S. Box 9, Grain Dealers Journal, Chicago, Illinois.

IDAHO WATER POWER mill for sale. A 50-barrel roller mill situated in grain raising district of Southern Idaho. Both hard and soft wheat. Never failing water power, and a splendid custom and merchant trade. 120 acre farm included with large dwelling, barns, etc. Owners have interest in California which requires personal attention. For further information write Ed. Conant & Co., Conant, Idaho.

STEAM ENGINES, BOILERS.

STEAM ENGINES OR BOILERS for sale find many ready buyers when offered thru the grain trade's accepted medium—for engine bargains—the "Steam Engines—Boilers" column of the Grain Dealers Journal, Chicago.

FOR SALE—Atlas Engine with automatic cut off, centercrank 11¼x14. Plat Iron Works Duplex pump, 4½x3x4. Horizontal tubular boiler, 54"x14" Brownwell Heater and also a 44 ft. stack; been in use 6 months. Address Younce Bros., Brookville, Ohio.

AGENTS.

A QUICK SELLING and remunerative side line for parties calling on country ship-pers. Address J. H. Hansen, Park Ridge, Ill.

SCALES FOR SALE.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

ADDRESS WANTED.

R. C. STONE, formerly of Stone & Watts, St. Louis, Mo., and for years in business at Springfield, Mo. Address E. E. S., Box 10, Grain Dealers Journal, Chicago, Ill.

SECOND-HAND BAGS AND BURLAP.

WANTED—BURLAP BAGS, all sizes of heavy bags for grain. Send samples and prices to The Raymond P. Lipe Co., Toledo, Ohio.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheet-ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

BUILDING MATERIAL.

FOR SALE—All oak and white pine timbers, cribbing and flooring from Rock Island elevator, 13th st. and Chicago River, Chicago, now being wrecked. Bargains in carload lots. Ruel Wrecking Co., 7327 Stony Island ave., Chicago.

MACHINES WANTED.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

Clark's Oat Values

are designed to show at a glance the value of any quantity of oats at any price per bushel of 32 lbs. from 10c to 79½c. The use of these tables may be puzzling at first, but a little study will enable anyone to use them with great saving of time and labor.

These tables reduce from pounds to bushels of 32 pounds, and also to dollars and cents on the same page. They are simple, compact and convenient. The pounds are expressed in red figures and the bushels and values are expressed in heavy black figures.

REDUCTIONS FROM POUNDS TO BUSHEL

The pounds are printed in red ink in the column headed "Pounds." The bushels are printed in black ink in the column headed "Bushels" on a horizontal line with the equivalent number of pounds.

It will be noticed that in the pounds column the two right hand digits of each number are in light-faced type, while all the remaining digits are in heavy-faced type. Under the one head, "Bushels" are two columns, the purpose being to condense the table and make it more convenient. The right-hand "Bushels" column contains the reductions from the entire red numbers in the pounds column; while the left-hand "Bushels" column contains the reductions from only the heavy-faced numbers in the pounds column. For example, 10000 pounds may be read in two ways, "ten thousand" pounds, or (by ignoring the two digits in light-faced type) "one hundred" pounds. In the reduction of 10,000 pounds of Oats to bushels, first find the number 10000 in the pounds column; then by following the horizontal line to the right-hand "Bushels" column we find that 10,000 pounds equals 312 bushels, 16 pounds; and, on the same line in the left-hand bushels column, we find that 100 pounds equals 3 bushels, 4 pounds.

FOR EXAMPLE

To reduce 62,300 pounds of Oats to bushels:
62,000 lbs. equals 1937 bu. 16 lb.
300 lbs. equals 9 bu. 12 lb.
62,300 lbs. equals 1946 bu. 28 lb.

REDUCTIONS TO DOLLARS AND CENTS

To find the value of any weight at a given price per bushel, turn to the page which has that price at the top of the column. The values are expressed in the columns headed by the price per bushel. Thus, to find the value of 10,000 pounds of Oats at 35c per bushel, we first find 10,000 in the column headed "Pounds," then follow the horizontal line across the page to the column headed "35c", where we find \$109.375, the value of 10,000 pounds. And, to find the value of 100 pounds, we merely point off two places to the left in the values column; thus, 100 pounds @ 35c per bushel is worth \$1.09. The value of any quantity at one-quarter, and at one-half cent per bushel is also given.

In some cases a simple addition will be necessary in order to find the value.

FOR EXAMPLE

The value of 4,200 pounds of Oats @ 32c per bushel:
In the 4th line, we have 4,000 lbs. @ 32c-\$40.00
In the 20th line, we have 200 lbs. @ 32c- 2.00
4,200 lbs. @ 32c-\$42.00

Printed on Book Paper and Well Bound, Price \$2.00

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

GASOLINE ENGINES.

FOR SALE—22 h. p. Howe gasoline engine. Have installed electricity. Address Jeter & Jeter, Plano, Ill.

FOR SALE—20 h. p. Charter gasoline engine. Nearly good as new. Installed larger engine, reason for selling. Address F. J. Dorney, Mt. Carmel, Ill.

FOR SALE—Fine 20 to 25-h.p. two cylinder Nash engine, cost \$1,000.00, going for quick sale at \$345.00. Badger Motor Co., Milwaukee, Wis.

FOR SALE—1 25 h. p. gasoline engine; in good repair, manufactured in Fort Wayne. Engine can be seen at Broughton, Ohio. For further information write Axel White, Broughton, Ohio.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

GASOLINE ENGINE for sale. One 8 h. p. type "G" Olds gasoline engine. Run 16 months. Guaranteed to be in A-1 condition. Will sell at half original cost. Reason for selling have installed electricity. This is a bargain. E. A. Remer, Cedar Springs, Mich.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.
Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

ENGINE BARGAINS.

15 h.p. Foos
8 h.p. Havana, new
6 h.p. Fairbanks-Morse
10 h.p. Fremont
4 h.p. Havana, new
1-500 h.p. Corliss Engine
1-400 h.p. Corliss Engine
1-1000 Bu. National Auto. Scale, new
1-Bowsher Feed Mill No. 7, good as new
1-Wilford & Nordway, 3 high Feed Roll
1-Silver Creek Grain Cleaner
1-36 inch leather belt, 2 ply good as new
1-Rumley, 20 h.p., Traction Engine
The above are in good condition.
Three carloads of lumber cheap.
We buy and sell all kinds of machinery.
H. GROSS LUMBER & WRECKING CO.,
Omaha, Nebr.

MACHINES FOR SALE.

FOR SALE—One new Richardson oats separator, No. 5. Will sell at a bargain; this machine has never been uncrated. Address A. Schlientz, Brookville, Ohio.

SACRIFICE SALE NOW ON.

All Makes and Sizes of Attrition Mills.
16" to 24" Robinson's\$65 to \$120 ea.
16" " 26" Unique's 60 " 130 "
16" " 36" Monarch's 60 " 200 "
16" " 36" Foos's 60 " 200 "
16" " 26" American's 55 " 200 "
16" " 24" Halsted's 55 " 135 "

Many types of single head mill also. We need the room for other purposes.

All the above mills completely remodeled and reconstructed. Guaranteed to be in as near a new condition as second-hand machines can be made. Also a full line of Roller Mills, Separators, Reels, Roller Feed Mills, Shellers, Buhr Mills, Corn Crushers, Crackers, etc. Write us for catalogs today. Give us a chance on all your requirements, whether new or second-hand.

George J. Noth,
No. 9 South Clinton Street, Chicago, Ill.

MACHINES FOR SALE.

I HAVE JUST THE MACHINE you are looking for. I have installed one of larger capacity or power, and have no further use for old one. It is in fine condition, and I will sell for an extremely low price. I am one of the 6,000 readers reading the "Machines Wanted" columns of the Grain Dealers Journal, Chicago.

FOR SALE—One 12" Robinson Attrition Mill, used one year, good as new. New Sealing Rings and Grinding Plates. Price \$100.00.

One Victor Combined Sheller and Cleaner, mill size \$35.00.

One 24" Monarch French Stone Buhr Mill and elvtr. in perfect condition, \$100.00.
D. O. Friend, Brighton, Iowa.

MACHINERY BARGAINS.

1 4 h.p. Gasoline Engine.....\$75.00
1 Dormant warehouse scale..... 15.00
2 Boot Tanks, each..... 20.00
1 No. 4 Buffalo Fan..... 15.00
1 Steam Condenser 30.00
1 Grain Spout complete..... 4.00
1 large bell 20.00
10 Belt Tighteners, each..... 5.00
600 Salem-cups, 6x16, each..... .12
50 " 6x18 "12
600 Empire Buckets, 5x16..... .06
150 " 6x18..... .06
1 26" 6 ply 90 ft. Drive Belt..... 50.00
2 26" 3 ply 125 ft. Conveyor Belt, ea.. 50.00
All of the above are in good condition and snaps at the prices offered.

La Crosse Wrecking & Lumber Co.,
La Crosse, Wisconsin.

FLOUR MILL, FEED MILL AND ELEVATOR MACHINERY AND SUPPLIES.

The largest Stock of Overhauled and reconstructed Machinery in the World.

Roller Feed Mills:—One 9x18 Noye; 9x18 Nordyke & Marmon; 9x24 Barnard & Leas; one 9x24 Northway; one 9x24 Dawson, three pair high; and 9x18 and 9x30 Hutchison; two pair high; one No. 2 Willford, three roll high, and many others listed in our Bargain Book.

Write for one—Mailed on request.
Corn and Cob Crushers:—No. 1 Richmond, No. 14 Economy, No. 5 and No. 6 Excel, Foos Scientific Mills, No. 2 "Triumph," one "Horton," one No. 2 Acme, 2 No. 7 Sullivan, etc.

Attrition Feed Grinding Mills:—20, 24, and 30 inch "Monarch"; 18 "Modern Special"; 30 inch "American"; 16, 19 and 24 inch Foos; 24 inch "Unique."

Single Roller Mills:—9x18 and 9x24 "Noye"; 9x18 "Odell"; 9x12 "Case"; 10x24 and 12x24 "Downtown"; 12x30 Allis.

Double Roller Mills:—All Sizes and Makes.

Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.

Elevator Belts with Buckets Attached, at Extremely Low Prices—in either Cotton, Rubber or Canvas—Stitched Belt with "Salem" Steel Grain or Steel Corn Buckets Attached.

Address Dept. Q for "Gump's Bargain" Book, giving complete list of all Machinery, Belting, Pulleys, Shaftings, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.
Est. 1872. Inc. 1901.

B. F. GUMP CO.,
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Chicago, Illinois.

DYNAMOS—MOTORS.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamus—Motors" columns of the Grain Dealers Journal, Chicago.

WE HAVE the largest stock of second-hand electric motors and generators in America and buy and sell, rent, exchange and repair electrical machinery of all kinds. Send for our "Monthly Bargain Sheet," showing complete stock with net prices. All machines guaranteed in good order.

GREGORY ELECTRIC CO.
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ABILITY & STABILITY

Let us serve you as a
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Approved by the Chi-
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THE NATIONAL CITY BANK OF CHICAGO

Capital \$2,000,000.00 Deposits \$27,707,859.55
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We allow 2% Interest on all
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105 S. Dearborn St.
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"Five (5) Coals That Build and Hold Trade"

Mt. Pelee --- Thick Vein Hocking from Nelsonville

good size, fine burning, no soot, quick
delivery in flat bottom cars.

Kentucky Queen

—an ideal coal, all purposes—2 in. Lump,
4 in. Lump, 4x2 in. Egg Hoppers must be
taken for quick shipment.

Lone Star W. Va.

Takes the place of Pocahontas or New River,
Never more than wood brown smoke,
Holds fire as well as any coal mined,
Clean burning and low ash,
Shipped in 2 in., 4 in., and 4x2 in. Egg,
Handles with little slack or breakage,
Hoppers must be taken for quick shipment

Anthracite

Plymouth Red and White Ash
—the best to be had.

Big Vein White Ash

—better than ordinary coals and cost no
more.

Write to us

OHIO & MICHIGAN COAL CO.
Main Office: DETROIT

SEEDS FOR SALE—WANTED

GRAIN WANTED.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal, Chicago.

HAY WANTED—FOR SALE.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong, Milwaukee, Wis.

IF YOU ARE in the market for or have hay for sale let the trade know of your want through these columns.

HAY AND GRAIN WANTED.

Wanted all grades Wheat, Corn, Oats, Hay, Straw, Milling Buckwheat, Bran, Middlings, Reddog, Potatoes, Cabbage, Onions and Apples. C. T. HAMILTON, New Castle, Pa.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

GRAIN FOR SALE.

GERMAN MILLET is our specialty and we are now in position to supply your trade with car lots or less; sample on request. D. H. Clark, Galt, Mo.

FEEDSTUFFS.

FEED FOR SALE

Local shipments or mixed cars of mill feeds in 100-pound sacks are our specialties. Write or wire for prices. Wendt Elevator, Dieterich, Ill.

We Buy and Sell

Wheat Screenings, Cane Seed, Salvage Wheat and Kamr Corn. Write or wire for prices.

HENRY LICHTIG GRAIN CO., Kansas City, Mo.

THE ILLINOIS SEED CO., Chicago, Ill.

WE BUY AND SELL

TIMOTHY, RED, WHITE, ALSYKE AND ALFALFA CLOVERS, RED TOP, MILLETS BLUE GRASS, SEED GRAIN.

Ask for Prices. Mail Samples for Bids.

Crabbs, Reynolds, Taylor Co.

Crawfordsville, Ind.

WE BUY WE SELL CLOVER SEED

Write Us

SEEDS

Grain, Clover and Grass Seeds,
CHAS. E. PRUNTY,

7, 9 and 11 South Main St. SAINT LOUIS

WE ARE BUYERS OF

RED CLOVER, TIMOTHY
and RED TOP

Hackney, Broyles & Lackey Co.
KNOXVILLE, TENN.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio



OUR
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Can You Offer

CANE, MILLET,
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Send Samples

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Kansas City, - Missouri

RED CLOVER NEW YORK

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NATURAL GRASS

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RED FESCUE

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R. LIEFMANN SONS, HAMBURG



WE ARE BUYERS

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Timothy
Clovers
Millets
Flax, etc.

Send Samples for Prices

SEEDS

TIMOTHY
our Specialty

MINNEAPOLIS SEED CO.
MINNEAPOLIS, MINN.

We Now Offer

for import shipment new crop Red Clover, White Clover, Crimson Clover, Alsike Clover, Alfalfa Clover, Dwarf Essex Rape, fancy European Grass Seeds, European Field Peas and Sunflower Seeds.

European Clover, Grass and Field Seeds

Write for samples and prices.

LOEWITH, LARSEN & CO.

Representatives Largest European
Seed Houses

150 Nassau St. New York City

BUY OUR CELEBRATED
Badger Brand

Selected Seeds

L. TEWELES & CO.

Established 1865

MILWAUKEE, WISCONSIN

Grass and Field Seeds

OUR SPECIALTY: Red, White and Alsike Clover, Timothy and Alfalfa Seed. Also Wisconsin Dried Peas.

SEND US YOUR SAMPLES

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

SUNFLOWER SEED in car lots or less.
Eberts Grain Co., Nabb, Ind.

SOY BEANS—400 bushels of Medium Yellow Soy Beans for sale at \$1.50, in 100 bushel lots. E. G. Lewis, Media, Ill.

FOR SALE—Medium and Mammoth clover seed. Send for samples. A. B. Cohee & Co., Box 6, Frankfort, Ind.

CLOVER SEED wanted. Have buyers for car lots or less, clover. Mail samples and offers. G. S. Mann, Postal Tele. Bldg., Chicago, Ill.

FOR SALE—Kaffir corn, dwarf milo maize, black amber cane seed and feterita. First-class seed in every respect. Send for samples. The Liberal Ele. Co., Hutchinson, Kansas.

SEEDS WANTED.

LEWIS & CHAMBERS,
Louisville, Ky.,
are buyers, in season, of
clover, timothy, red-top, etc.

SEEDS WANTED.

German Millet, Timothy, Sapling, Medium Red and Alsike Clovers, Red Top, Cow Peas and Sorghum.
Wood, Stubbs & Co.,
Louisville, Ky.

CLOVER TIMOTHY

Choice new-crop recleaned seeds. Offer at
\$9.50 to \$12.50 Cwt. \$4.00 to \$5.00 Cwt.
F. O. B. Our track. Subject market changes.
Write for samples.

HOFLER SEED CO., NORA SPRINGS,
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Buffington & Co., John J., whse. seed merchants.
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BUFFALO, N. Y.

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CHICAGO, ILL.

Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.

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Small & Co., W. H., seeds, grain and hay.

INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

KANSAS CITY, MO.

Peppard Seed Co., J. G., field seeds.

LOUISVILLE, KY.

Louisville Seed Co., grass seed dealers.
Ross Seed Co., field seeds, exporters.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Rosenberg & Lieberman, alfalfa, clover, etc.
Teweles & Co., L., grass and field seeds.

MINNEAPOLIS, MINN.

Minneapolis Seed Co., field seeds.

NEW YORK, N. Y.

Liefmann's Hamburg, rep. I. L. Radwaner, field sd.
Loewith, Larson & Co., clover, grass, field seeds.

TOLEDO, OHIO.

The Toledo Field Seed Co., clover, timothy.

TORONTO, ONT.

Steele, Briggs Seeds Co., Ltd., field seeds.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, Whse. Field Sds.

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DICKINSON
COMPANY
SEEDS

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For Ground Feed, Flour, Meal, Etc.

We have just completed our work of developing the moisture tester for use on these products and now offer it fully equipped for such work. The old machines made by us may be used by substituting a special oil, which we will supply at 50c per gallon f. o. b. cars Chicago, for the oil used for testing whole grain is not suitable for testing ground products.

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Do not be misled by the statements of makers of the glass flask testers, that their machines are "official", endorsed by the U. S. Government and by the Grain Dealers National Association, as the "standard tester."

These claims are false and without merit. In the last issue of the Grain Dealers Journal we gave these people an opportunity to tell the grain trade why they made such claims and they declined to answer.

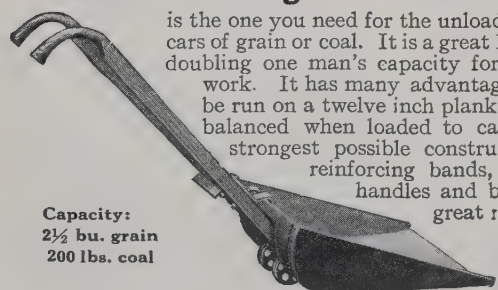
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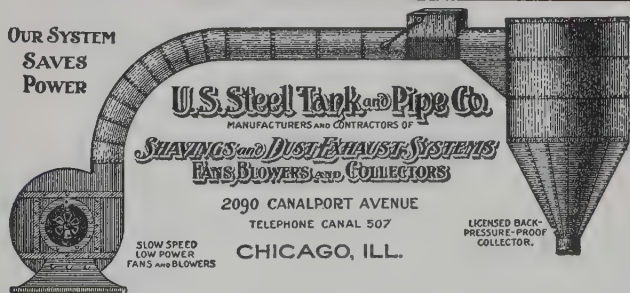
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Guaranteed to have lowest freezing point, pound for pound, of any Anti-Freezing Compound. Send for circular.

Use Rhodes' Calcium Chloride in your steel fire barrels, keep them in readiness for instant use this winter.

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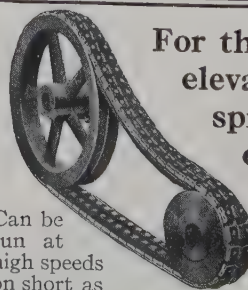
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Peerless-V-Belt Co., Chicago — New York Cedar Rapids

GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month

by the

Grain Dealers Company

315 S. La Salle Street, Chicago, Ill.

CHARLES S. CLARK, Manager.

SUBSCRIPTION RATES

To United States, Canada and Mexico, semi-monthly, one year \$1.50; one copy 10 cents.

To Foreign Countries within the Postal Union, prepaid, one year \$2.50.

A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, crop and leaking in transit reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, ILL., NOVEMBER 25, 1913

CONCRETE SCALE foundations have proved such a perfect protection to wagon scales against rodents, dirt and moisture no grain man can now afford to install a scale without such a foundation. If the scale pit is well drained, it is sure to prolong the life of the scale and improve its dependability.

THE STORM of two weeks ago on the Great Lakes not only destroyed many vessels and valuable cargoes, but forced such a heavy loss upon the insurance companies that the cost of marine insurance and water transportation must be advanced to a higher scale next season to apportion the cost among all.

THANKSGIVING gives every grain dealer an opportunity to express his thanks for the improved conditions of trade—conditions that while making for narrower margins, invariably make profits more certain. The grain trade has not been brot to a condition of perfection by any means, but it is gradually being improved. The advancement would be far more rapid and certain if all members of the trade would read their trade journals carefully, and loyally support their trade organizations. It has remained for the enterprising and progressive students of trade problems to form the advance guard of all trade reforms.

ONE ILLINOIS shipper, who has handled grain thru a flat warehouse for nearly half a century, has contracted for changes which will bring his plant right up to date, so it is never too late for any grain dealer to think of providing modern facilities for conducting his business.

SHIPPERS who insist upon railroad agents routing their shipments by the route having the lowest rate, whenever there is an option of two routes, place the burden upon the railroad company to give them the advantage of the cheapest route, and in case they discover an overcharge it will be an easy matter for them to recover the overcharge.

ACCIDENTS to elevator operators are far too frequent to prove a very cheerful subject to any careful reader of the Journal, but an accident happened to an Iowa elevator operator recently which will bring a pleasant smile to many elevator operators, especially when their uncles happen to be around. This elevator manager's uncle died and left him \$67,000.

A CONCRETE country elevator that is commendable in every way is described in this number. This house is as nearly permanent as human ingenuity can build; and it will be handling grain for many generations, until changing commercial and agricultural conditions shall make it useless and require its destruction, not by the elements but by the hands of man.

NOTWITHSTANDING it is the last of November and many sections have been handicapped with short crops, the building and improving of grain elevators continues unabated. This number of the Journal contains 55 reports of elevators which are being repaired and improved, 23 elevators have recently been completed, 31 are now under construction and 17 are about to be built.

THE SUGGESTION that government crop reports be improved by giving a detailed statement of the different varieties of wheat produced in each section, instead of limiting the classifications to spring and winter wheat does not seem practical. The government crop reports are so defective in that they are frequently misleading and widely at variance with state crop reports, that the thing most needed is improvement in the accuracy of the reports, as to acreage, condition and production. Everyone recognizes that the reports can and should be greatly improved, but so long as the Department is unable to get the money needed to bring about such improvement, it must continue to issue the same wild guesses as heretofore.

SOUTHERN INDIANA is said to be so overrun with rats that the governor is seriously considering the issuance of a proclamation declaring war on rats, and announcing a special day for their extermination. Southern Indiana has such a small yield of corn this year that it is but natural it should begrudge each rat his portion of the crop, and it is to be hoped that the agitation will result in active extermination of the pest.

REGULATIONS that compel the public warehouseman to make nine different classifications of "rejected grain" impose a burden on the terminal elevator operator that should in all justice be shifted upon the careless grower of wheat mixed with barley, and of oats mixed with these two grains. Grading the mixed grain according to the preponderating kind gives the grower a higher price at times and encourages him to continue wasting the resources of his farm.

THE MEETING of shippers and traveling men at Terre Haute yesterday disclosed the fact that Illinois and Indiana have much damp corn which cannot be safely handled. Many elevator men are refusing to receive new corn, and some of those who have received it are woefully regretting it. A few admit that their cribs have joined them in the weeping. So many have suffered heavy losses during recent years, as the direct result of too much haste in handling soft corn, the wonder is that dealers can now be found who are willing to buy new corn before it has been well cured.

THE RAILROADS are attempting to alter the entire rate structure in those states north of the Ohio River and east of the Mississippi. They have filed with the Interstate Commerce Commission thousands of tariffs increasing interstate rates in this territory. They have filed with the state railroad commissions of Illinois, Indiana, and Michigan, many thousand more tariffs changing rates within those states. The roads have long felt that they were entitled to higher rates; and they are prepared to make a desperate attempt this time to get them. While the opposition is as great and strong as in 1910, it is a mistake to think that the comparative quietness with which shippers are taking this second demand for higher rates indicates that they are willing that it should be granted. The shippers still want to be convinced that the additional revenues are necessary. They will also want proof that, if the increase is granted, it will result in improved service and increased facilities, and not in fat dividends and increased capitalization.

THE EXPLOSION of dust in an oats milling machine of the Quaker Oats Co. at Ft. Dodge, Ia., recently again called attention to the great danger of exposing vegetable dust suspended in air to a flame or spark. Grain handling plants well equipped with dust collectors and magnetic separators are in comparatively little danger of being damaged by dust explosions, altho explosions have been known to occur in fairly well equipped plants. Every cleaner, separator or huller should be equipped with fans to draw off the dust. The separation would improve the quality of the grain as well as reduce the fire hazard of the building.

THE ESTABLISHMENT of rates on imported grain from seaports to inland points by various railroads emphasises the reality of foreign competition in American grain markets. Rates have been quoted from Galveston. Tariffs have so far been filed establishing rates on imported grain from Gulf ports as far north as Oklahoma. Eastern roads have filed rates applying on grain unloaded at North Atlantic ports to Buffalo territory. Perhaps some day Eastern and Southern grain exchanges will regularly make quotations on Argentine, Canadian, Russian, perhaps Australian grain. This sounds like a joke; but many a true word is spoken in jest.

ATLANTIC PORTS have protested to the Secretary of Agriculture against the adoption of tentative grades. Congressman Curley of Massachusetts, who represented them, declared that the grain exchanges of Boston, New York, Philadelphia and other seaports have maintained inspection departments which have graded the shipments of grain to their respective ports for many years, to the satisfaction of foreign buyers. If the eastern exporters refuse to sell their grain except on their own grades, it is doubtful if the government can force them to sell on any other, and if the foreign importers are satisfied to buy grain on exchange grades, no one will attempt to deny them the right of private contract.

THE SECRETARY of Agriculture, like many representatives of farmers' organizations, insists that all corn should be bot on the basis of dry content, the purpose being to encourage the careful farmer, who studies how to grow corn of quality, rather than corn heavy with water. Surely it will be better for all concerned when each country buyer discriminates sharply against the water, and discounts heavily corn containing sufficient water to jeopardize its keeping quality. When farmers bring dry, clean, well-cured corn to market, it is in the interest of the buyers as well as the growers that they be encouraged by the full premium permitted under existing market conditions.

THREE VACANCIES will shortly exist in the Interstate Commerce Commission, one thru the resignation of Charles A. Prouty to take charge of the railway valuation work, the second due to the death of John H. Marble, and the third, to the expiration of Judge Clements' term. The men whom President Wilson appoints to fill these vacancies will be one short of a majority. Upon the wisdom of these appointments will largely depend the character of the Commission for the next seven years. The grain trade, which is so vitally affected by transportation and tariff regulations, should display a very active interest in seeing that the men chosen are in every way qualified to fill a chair in this most-important commission.

MINNEAPOLIS MERCHANTS, prompted by an earnest desire to relieve the car famine in the northwest, have been checking up closely consignees who fail to unload grain promptly upon its arrival at destination. One receiving firm was credited with carrying eight cars, loaded with grain on track sixteen days, without giving orders for its disposition. This, of course, converted good transportation facilities into warehouses. One very good suggestion brot forward as the result of the disclosures following investigation is that where cars are delayed for loading or unloading more than a week, a demurrage charge of \$3 a day be assessed, and if car be delayed more than two weeks a demurrage charge of \$5 a day be assessed. Frequent conferences are being held between railroad officials and consignees, so that it is very likely that some permanent relief will be devised ere long.

FREIGHT TRAFFIC officials have recently threatened to refuse to recognize automatic scale weights. When they take that stand, it will be necessary for them to prove beyond any doubt that correct weights cannot be obtained on automatic scales. Every grain man knows this to be impossible. Some careless loaders have brot their own weights into question by neglecting or failing to balance their scale before starting to load a car, and by testing them several times during the process of loading. It has been suggested that shippers show their faith in their automatic scale weights by entering on their weight certificates the fact that they did test the scale and found it in balance before and during weighing, and in how many drafts the load was weighed and how many pounds to the draft. The sooner shippers show a disposition to certify their weights, the sooner will all interested refrain from questioning them.

SASKATCHEWAN grain growers, in a panic lest all the land about them be bought up in a few years, have individually so extended themselves financially that their ruin seems certain. During the 15 months ending Aug. 15, 1913, there were nearly 2,000 mortgage sales in that province, and there would have been many more had the unfortunate farmers had any assets upon which to levy. Of these mortgages 261 bore a rate of interest of 10 per cent or more, and rates now are higher. Only those farmers who will farm within their means can obtain the fruits of their toil. The eagerness of land speculators to sell unlimited areas to anyone who will make a small payment down is delaying the substantial development of the province.

THE RAILROADS, unless they place very heavy orders during December, will purchase this year a total of 125,000 cars, as compared with 235,000 cars ordered in 1912. The railroads are failing even to maintain the number of cars in service at its present figure, despite the fact that the number is inadequate. How much this restriction of car orders is due to real financial stringency and how much is due to veiled effort to force the granting of increased rates is impossible to state; but certainly the railroads must purchase sufficient rolling stock every year to replace worn-out cars and to care for increasing business. The railroads in defense, say "Give us higher rates, and we will buy more cars." But shippers want something more than a promise in return for the millions of dollars that higher rates will mean.

THE GRAIN growers of western Canada insist that all duties assessed against American wheat and its products be abolished, in order that they may have the advantage of free admission to the markets of the United States, where higher prices have been prevailing for several years past. In view of the fact that our home demand is increasing far more rapidly than our production, it seems very likely that our average price for wheat will advance rather than decline. Even tho free trade in wheat and wheat products between the U. S. and Canada becomes an established fact, it will not make any great difference in the prices ruling in either country, because the European demand for wheat and wheat products will always be so much greater, that it will overshadow the influence of the neighbor's demand for any surplus either country may have to spare. Should the U. S. cease to produce more wheat than is needed to supply the home demand, then the free importation of Canadian wheat and wheat products would be most welcome to the people of both countries. If either country is able to get a higher price for its surplus in Europe than is offered by its neighbor, then Europe will get the wheat. Wheat is consumed so largely by all civilized nations that the time is not far away when all restrictions to its shipment across international boundaries must, in the interest of cheaper food, be removed.

ALL REFORMS are slow. It requires close application and careful study to devise ways and means of effectively reducing abuses of any kind. A careful study of the country grain dealers losses in transit, which was started about fifteen years ago, shows that since that time many different causes have been found to have contributed largely to these losses. Dockage for future shrinkage was one of the first to succumb to the demands of the reformers. The adoption of private car seals and car liners, and the improvement of box cars helped to locate other causes of many shortages. The professional car sweeper who paid the railroad for the privilege of sweeping empties—and stealing from full ones—is no more. But the arresting of women and children for taking grain from cars has continued through all the years; with sorrowful frequency notwithstanding many have been arrested and punished for this crime. It has remained for a Judge of Cook County's Juvenile Court to discern that the parents of children who steal are more to blame for their delinquency than the children themselves, and as is shown by his communication in our department of "Letters" last number, he has instituted a form of punishment for parents whose children are second time offenders. This new practice will surely work an improvement because the parents will be benefited more by keeping their children out of trouble than by instructing them to do the things which will get them into jail.

NORTH DAKOTA will soon have fewer idle elevators than for years past, because the Railroad Commission ordered all elevators to be kept open during the business days from Sept. 15th to Jan. 15th of each crop year. This has resulted in some old plants being razed and others being moved. Naturally this will reduce the number of houses at each station to a figure in keeping with the needs of the station, and in the end all will benefit by the change.

THE Franke Grain Co., of Milwaukee, Wis., lost \$100 due to a misquotation of rates by the Illinois Central; and grain shippers at Union, Neb., on the Missouri Pacific lost over \$4,000 because of a mistake by an inexperienced station agent. Of course, the railroads have placed themselves subject to fine. This is as consoling to the grain men who footed the bills as the knowledge, to the man who has been hit by an automobile, that the owner will have to repaint his car. The man hit by an automobile may recover damages; the victim of the railroad man's greed, ignorance or carelessness is helpless. To allow him to collect damages from the railroad would, forsooth, be a rebate in the eyes of the present law.

Cleaning Machines in the Country Elevator.

The argument that a stream should be purified at its source seems to have no force with the grain handlers of the Canadian Northwest. The operators of the largest line of country elevators in Canada, controlling also three terminal elevators at Fort William have no cleaning machinery in their country houses. The grain, dirt and mixed trash is hauled across country at great expense for freight charges, and the overworked terminal houses, though well equipped with cleaners, are forced to run both day and night shifts to free grain of impurities that ought never to have left the farm.

Ninety-five per cent of the grain arriving at the Canadian head of the lakes requires cleaning in the terminal elevator before shipment.

Loss is inevitable where crude methods must be followed in a newly developed agricultural territory; but the time is long past in the American Northwest when the country elevator operator can afford to ignore the profits gained by cleaning grain before loading.

The necessity for cleaning grain before shipment was never more strongly emphasized than on the present crop, which is so badly mixed with wild oats that the grain elevators at Duluth have become clogged. Some of their bins have been partly empty while cars have stood on track under heavy demurrage because the grain separating equipment was unequal to the task.

Dockage at four pounds per bushel and demurrage at a heavy per diem are penalties the wideawake country shipper will escape by equipping his house with cleaning machinery.

THE AMERICAN elevator owner who is struggling to make a living at a station where grain enuf for two elevators is divided among half a dozen, will read with envy the account of the plans laid by the State of Victoria, Australia, to establish a system of government-owned elevators. The State will build a 10,000-bu. elevator at a station shipping out from 50,000 to 75,000 bus. yearly. A 15,000-bu. elevator will be erected at stations shipping up to 100,000 bus. A 25,000-bu. house will be built to handle up to 150,000 bus. annually. This looks very promising to the government grain elevator department and to the government railway department; but it looks rather bad for the Australian farmer. He cannot sue his government for any loss he is occasioned by delay in taking his grain; he cannot give his business to a competitor; he must await the pleasure and facilities of the government-employed elevator operator. Thus government ownership solves many problems.

THE CONFERENCE between state pure food commissioners and officials of the Department of Agriculture in Washington recently decided that the Federal Pure Food Law was inadequate, and needed overhauling. Every grain dealer who believes that the Pure Food & Drug Act should be amended, so as to permit his shipping across state lines grain which does not entirely meet with the approval of the officials of the Department, should make known his views to his Congressman. Now that the officials of the Bureau of Chemistry are moving to secure a new law, it will be easier to obtain a change than at any other time. It has seemed unreasonable to grain dealers everywhere that the products of the farm, which have not been put thru any manufacturing process, should be prohibited from being shipped anywhere, regardless of the views of the federal chemical experts, who shake their heads and wisely prate of adulteration and misbranding.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

B. & O. 60790 had drawbar pulled out at Orchard, Ia., Nov. 21, and was leaking barley badly.—Farmers Supply Co.

C. M. & St. P. 87378 was seen in Grundy Center, Ia., yards, Nov. 22, leaking oats badly at side. Set out here for repairs.—E. E. Billings.

Wab. 64317 came into Gridley, Ill., Nov. 22, leaking yellow corn over trucks. Had it side tracked and mended.—A. D. Sidehur, with Coyle Grain & Coal Co.

N. O. M. & C. 1389 was seen in Scotland, S. D., yards, Nov. 21, leaking thru the floor near the end.—F. L. Wheeler.

St. L. & S. F. 13568 passed thru Donovan, Ill., Nov. 14, leaking mixed corn badly at drawbar.—Donovan Grain Co.

C. R. I. & P. 55359, east bound, Nov. 14, was transferred to C. R. I. & P. 150404, at West Liberty, Ia., on account of drawbar being pulled out and end of car out letting 200 bus. of barley run out on ground. There will be plenty of dirt in this car and loss from transferring as reloading car was badly coopered.—W. C. Addleman.

G. N. 205390 passed thru Doran, Minn., Nov. 9, loaded with barley. Drawbar pulled out at brake end and 30 bus. leaked out. Section men picked up and shipped to claim agent.—J. J. Brady, mgr. Doran Grain Co.

G. N. 120801, loaded with wheat, had drawbar pulled out at Blabon, N. D., Nov. 7. Small leak at end door; have repaired same.—J. C. Walters, mgr., Farmers Elev. Co.

C. P. R. 40528 passed thru Medora, Man., Oct. 25, leaking grain at one end.—N. W. F.

C. P. R. 103598 passed thru Medora, Man., Oct. 25, leaking at both grain doors.—N. W. F.

M. K. & T. 15729 passed thru Erie, Kan., Nov. 4, southbound, leaking white corn at end and side.—R. A. Braik.

Wabash 62431 was seen Nov. 8 leaking white corn above the trucks and at one of the doors in the Decatur, Ill. yards.—J. W. Turner, Argenta, Ill.

Letters From Dealers

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Iowa Laws Save Bartlett From Prosecution.

Grain Dealers Journal: S. H. Bartlett was arrested and identified in Sioux Falls, S. D. I was notified to come to Davenport to prosecute him. When I got there the county attorney said that we could not make a charge against him that would enable us to get extradition papers, as we had only filed a civil suit against him. We shipped corn to him, he sold the corn and skipped out and now he can start up elsewhere to swindle someone else. I would have liked to have seen him in the penitentiary, but it seems I was helpless under the laws of the land.—Oliver Michaels, Mgr., Farmers Elvtr. Co., Rockwell City, Ia.

Demands More Time for Unloading Large Cars.

Grain Dealers Journal: I would like a change in the demurrage law on coal and other commodities. Under the present regulations we have 48 hours to unload a car; and 48 hrs only, free time regardless of the tonnage of a car. I would rather unload two 25 ton cars than one 40 ton car, in the same length of time. Yet I would have double the time on two smaller cars. All dealers asking for some change along this line, signify the same by saying Aye. And we will try and get an amendment to the rule. Yours truly, J. S. Cameron, Elliott, Ill.

The Equity Cooperative Exchange Has No Subsidiary or Affiliated Companies.

Grain Dealers Journal: In the Grain Dealers Journal for Oct. 25th, 1913, I note on page 607, an article entitled "Illegal to Sell Consigned Grain to Self." The article proceeds to quote an opinion rendered by the Attorney General of the State of Minnesota to the effect above suggested, and then concludes with the following paragraph:

"The Minneapolis Chamber of Commerce has a rule prohibiting sales of the nature involved in the question. The other local organization, which has been promising much to shippers, seems to be opposed to such regulations. Now that the state has expressed itself as opposed to the commission merchant serving as both principal and agent, maybe the so-called Equity Co-operative Exchange will retire from the commission business."

The inference contained in the final words of the paragraph quoted is plainly that the Equity Co-operative Exchange has been guilty of selling grain to subsidiary or affiliated companies. As a matter of fact the Equity Co-operative Exchange has not now, and never has had, since Mr. Loftus assumed management, nearly a year and a half ago, any subsidiary or affiliated company.

You will therefore see that such illegal sales as you have suggested, are physically impossible and I am sure that your sense of justice will prompt you to retract the statement or inference above quoted without any further suggestion or action upon our part.

The Equity Co-operative Exchange having no subsidiaries is not affected to the smallest degree by the attorney general's ruling, and that ruling was not inspired or caused by any practice on the part of the Equity Exchange. —Very truly, Benjamin Drake, Attorney for Equity Co-operative Exchange, Minneapolis, Minn.

Getting Proof of Water in Corn to the Growers.

Grain Dealers Journal: We have been testing corn and find New Corn in this locality has from 20 to 24 % moisture in it. Shippers will have a very difficult task to convince the farmer of the condition of his corn. I think if we can invent some plan to get him into our offices with a sample of his corn and test it in his presence it will be easier to buy it right. I am having the pupils of La Crosse school come to my office with samples of corn and testing it. They prepare the sample, weigh it and place it in the flask, then watch it to the end. If we can get the boy interested, we can get the father and mother. Each corn buyer can help in this work. These problems are before us, and we must get busy. Yours, La Crosse Farmers Eltr. Co., A. W. Walls, Mgr., La Crosse, Ind.

Neglected to Ship Hay Sold.

Grain Dealers Journal:—On Aug. 24th of this year I ordered one car of choice Prairie Hay at \$13.00 delivered DuQuoin, from the Ryerson Commission Company, Memphis, Tenn., who quoted me as follows: "We are pleased to quote you subject to being unsold seven cars of choice extra green well cured, etc., Prairie Hay at \$13.00 per ton, all delivered, car lots to your place."

On Aug. 27th Ryerson Commission Company, in acknowledging my order, wrote me: "Owing to the strong demand for hay and the shortage of the crop, we will have to advance our price to \$14.00 per ton delivered DuQuoin, and after receiving your first car, if there is no change in the market we will be pleased to book a few more orders for you."

Up to the present writing I have never been able to get that car of Prairie Hay. Altho I have written several letters regarding it, I have been unable to obtain an answer from the Ryerson Commission Company.—W. S. Thompson, DuQuoin, Ill.

Iowa Bankers Short-Sighted.

Grain Dealers Journal: One phase of the money question I have never seen discussed in the Journal. In Iowa an old law permits state banks to require two signatures on notes. When currency is scarce, the bankers take refuge behind this law to reduce their loans. This operates hard on the little grain buyers at times.

The bankers will also say to cattle feeders "Not loaning any money just now." In the course of a few days a representative from the stock yards will circulate among the farmers, saying: "We've made arrangements at the Yards by which we can carry all feeders until their cattle are fat; and if you need a little additional money toward the last because your feed is getting short, we'll help you out again." This is like the Bank of England, which keeps on loaning money at some rate all the time, and helps the dealers.

When our home banks take the initiative in this manner, they will get the bulk of the business, and not till then.

Iowa's landlord and tenant laws, also, would bear overhauling in favor of the tenants, who operate about three-sevenths of the farms in the state.—A Grain Buyer.

GRAIN EXPORTERS WILL Convene.

The North American Export Grain Ass'n will hold its first annual meeting Dec. 8, 10 a. m., at the Board of Trade, Chicago, Ill.

The principal business will be the election of officers and the report of the delegates of the Ass'n who spent last summer in England in conference with foreign grain ass'ns to agree upon satisfactory terms covering the sale of export grain.

Samuel F. Engs, New York, the president of the Ass'n, has announced that he will not consent to become a candidate for re-election. Mr. Engs has retired from active business and is enjoying life as a gentleman farmer in the Berkshire Hills. He only consented to take the presidency because of his long connection with the export business and because of his desire to assist in the formation of an ass'n which would bind the exporters together. He thinks that, inasmuch as such an ass'n has been created, it should be officered by men in active touch with the daily needs of the export business.



DEALS are like stars; you will never succeed in touching them with your hands, but like the sea-faring man on the desert of waters, you follow them as your guides and thereby you reach your destiny

Grain Dealers National Assn. Will Meet Dec. 8.

The entire membership of this Assn. is hereby invited to meet with the officers and the legislative committee in Chicago, Ill., on Dec. 8, at the La Salle Hotel, at 10 a. m., for the purpose of entering into a conference to instruct our legislative committee as to the kind of supervision we are to ask for in connection with the government corn grades.

The New Orleans convention simply passed a resolution to the effect that we were in favor of supervision, and it instructed the legislative committee to endeavor to have a law passed that would give us supervision. Time prevented our taking this question up for detailed discussion.

Your officers are not willing to proceed under such general instructions. **THIS IS THE MOST IMPORTANT QUESTION THE GRAIN MEN HAVE HAD TO SOLVE IN TWENTY-FIVE YEARS!** The members must designate their wishes as to the kind of supervision desired.

With instructions we will proceed to carry out your wishes, but we will not assume the responsibility of deciding the important question as to what kind of supervision is most desirable.

We have no time to lose. Congress convenes in regular session next month. Secretary Houston has requested that we submit to him the nucleus of a bill which we think would give the proper

If our ideas coincide with his, I am quite sure he will co-operate with us in the passage of a law.

Failure to have enacted into law some measure covering supervision will almost surely result in enforcement under the Food and Drugs Act—**AND NO GRAIN MAN BELIEVES THAT SUCH ENFORCEMENT WILL BE FOR OUR BEST INTERESTS!**

Come to Chicago prepared to spend several days, for this is a big question, and it cannot be settled in a few minutes. It will probably take at least three days of your time—but it will be time well spent.

I will appreciate your notifying Secretary Courcier, as early as possible, of your intention to be present.

DO NOT STAY AWAY EXPECTING THE OTHER FELLOW TO DO THE WORK!

You yourself must come and help, otherwise, if some supervision not satisfactory to you is finally settled upon, you will have yourself only to blame.

This Association is your willing servant, but we must have instructions. Before you say that you cannot attend, stop to consider what an important meeting this is!

CHAS. D. JONES, President.
Nashville, Tenn.

INDIA shipped out between Apr. 1 and Nov. 1, 12,160,000 bus. of flaxseed, compared with 12,368,000 bus. during this period last year, and 12,368,000 bus. in 1911.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Becoming a Grain Broker.

Grain Dealers Journal: What is required of one to become a grain commission man? Is it necessary to be a member of an organized exchange in order to become a broker? About what does a seat on the Chicago Board of Trade cost?—Lyman J. Postle, Station 17, Omaha, Neb.

Ans.: To succeed the grain commission man should have a knowledge of the business gained by employment for a few years with an established firm. In the larger organized markets membership in the exchange gives the new commission firm a guarantee to shippers that their property will be honestly accounted for. A seat in the Chicago Board of Trade costs about \$2,850, varying with the demand. Much information on the requirements of the commission merchant can be gleaned by reading the Grain Dealers Journal regularly.

Natural Shrinkage Deduction Not Lawful.

Grain Dealers Journal: Does the law allow the railroad company $\frac{1}{8}$ of 1 per cent shrinkage on claims for grain lost in transit? Harriman Elevator Co., Pilot Grove, Mo.

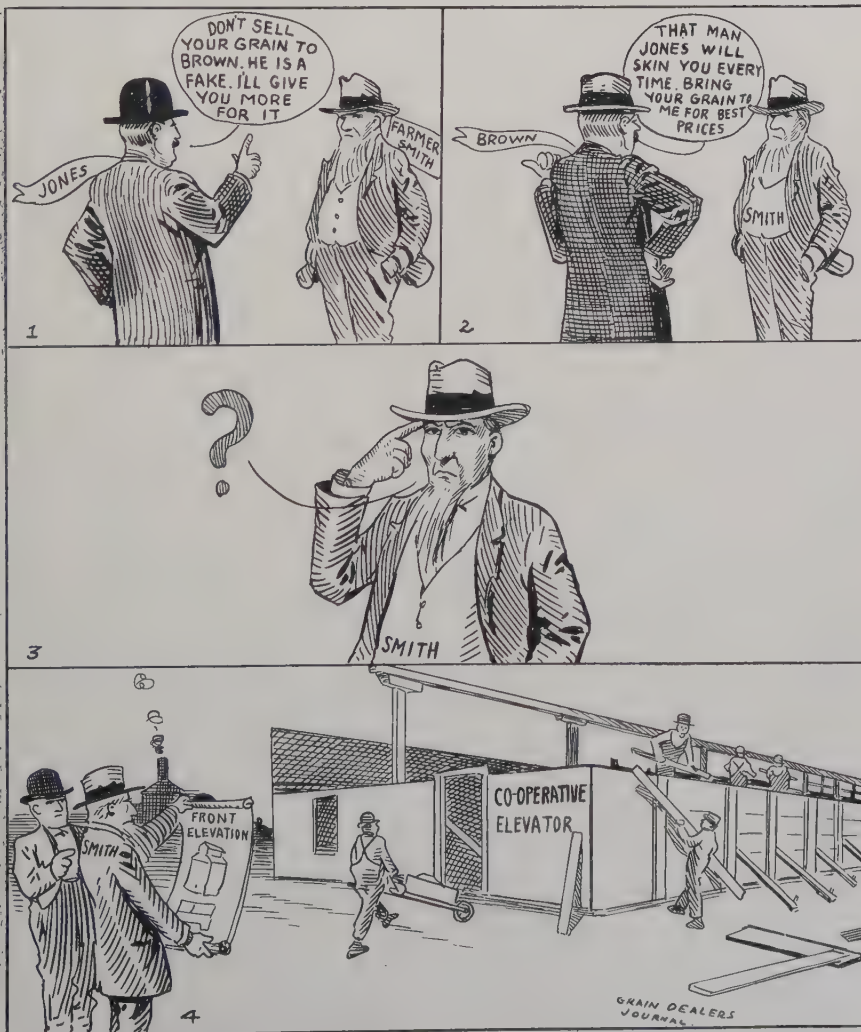
Ans.: As reported on page 528 of the Grain Dealers Journal Oct. 10 the legal departments of several western railroads have decided that the deduction for natural shrinkage will not stand in court. Consequently the C., M. & St. P. Railroad Co. announced that no deduction for natural shrinkage would be made when the weights at both point of origin and destination were official.

If there is no loss in transit between points having official weights there is, of course, no loss between points not having official weights, so that in law the railroad companies will be forced to abandon the shrinkage deduction. The laws of most states, including your own state, Missouri, specifically require carriers to deliver at destination the full quantity loaded at origin.

Office Stove Smokes.

Grain Dealers Journal: Can a brother dealer tell us how to fix our office chimney so that the stove will not smoke when the wind is from the west and blowing hard? The chimney is just west of the high part of the elevator and we have a top on the chimney but the stove still smokes when the wind is just right. It would be too expensive to build the chimney as high as the cupola of the elevator, and it seems as tho there should be some other way of fixing the trouble.—Wadsworth Feed Co., Cavett, O.

Ans.: A wind blowing from the west strikes the side of your elevator and apparently sweeps downward with sufficient velocity to overcome the natural draft of the chimney and cause it to "back up." While it would be too costly to build the chimney as high as the elevator, the addition of, say, 10 feet to the chimney (which would not be expensive) would greatly increase the draft and would probably lift the top of the chimney out of any down currents.



A Common Cause of Co-operative Elevators.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Winnipeg, Man., Nov. 8.—Estimated wheat acreage in Manitoba, Saskatchewan and Alberta, 10,531,000 acres; yield, 17 bus.; total estimated yield, 179,027,000 bus. Oats acreage, 5,470,000 acres; yield, 46 bus.; total estimated yield, 218,800,000 bus. Barley acreage, 1,115,000 acres; yield, 29.5 bus.; total estimated yield, 32,892,500 bus. Wheat inspected to date, 76,911,600 bus., compared with 45,667,000 bus. inspected in corresponding period in 1912. Wheat in store at country points to date, 19,900,000 bus., compared with 19,300,000 bus. for 1912; in transit not inspected, 4,600,000 bus., compared with 4,300,000 for 1912; marketed at Winnipeg, 60,000 bus., compared with 26,000 bus. for 1912; allowed for seed, feed, etc., 30,000,000 bus.; in farmers' hands, 47,556,000 bus., compared with 87,500,000 bus. for 1912; total wheat crop, 131,471,600 bus. Oats inspected, 18,760,000 bus., compared with 8,756,000 bus. for 1912; and barley inspected, 6,680,000 bus., compared with 3,534,000 bus. for 1912. The indications are that over 90% of wheat will be contract grade, 1, 2, 3 Northern.—Frank O. Fowler, Sec'y Northwest Grain Dealers Ass'n.

Ottawa, Ont., Oct. 1.—The total area of cereal crops throughout Canada to date is as follows: fall and spring wheat, 9,816,300 acres; oats, 9,646,400 acres; barley, 1,430,800 acres; rye, 127,200 acres; peas, 212,980 acres; beans, 52,950 acres; buckwheat, 352,100 acres; flax, 1,287,300 acres; mixed grains, 501,600 acres; corn for husking, 272,650 acres; compared with 9,758,400 acres fall and spring wheat; 9,216,900 acres oats; 1,415,200 acres barley; 136,110 acres rye; 250,820 acres peas; 59,800 acres beans; 387,000 acres buckwheat; 1,677,800 acres flax; 522,100 acres mixed grains; and 292,850 acres corn for husking on the same date in 1912. The estimated yield per acre is placed at 21.15 bus. of fall and spring wheat; 40.57 bus. of oats; 31.00 bus. of barley; 20.12 bus. of rye; 18.65 bus. of peas; 18.68 bus. of beans; 21.58 bus. of buckwheat; 11.58 bus. of flax; 34.24 bus. of mixed grains; and 51.66 bus. of corn for husking; compared with 20.42 bus. of fall and spring wheat; 39.25 bus. of oats; 31.10 bus. of barley; 19.06 bus. of rye; 15.04 bus. of peas; 17.40 bus. of beans; 26.34 bus. of buckwheat; 12.92 bus. of flax; 34.38 bus. of mixed grains; and 56.58 bus. of corn for husking, the yield for 1912. The total yield amounted to 207,575,000 bus. of fall and spring wheat; 391,418,000 bus. of oats; 44,348,000 bus. of barley; 2,559,000 bus. of rye; 3,974,100 bus. of peas; 989,500 bus. of beans; 7,600,000 bus. of buckwheat; 14,912,000 bus. of flax; 17,178,000 bus. of mixed grains; and 14,086,000 bus. of corn for husking; compared with 199,236,000 bus. of fall and spring wheat; 361,733,000 bus. of oats; 44,014,000 bus. of barley; 2,594,000 bus. of rye; 3,773,500 bus. of peas; 1,040,800 bus. of beans; 10,193,000 bus. of buckwheat; 21,681,500 bus. of flax; 17,952,000 bus. of mixed grains; and 16,569,800 bus. of corn for husking on the same date in 1912. The average quality of crops Oct. 1 was spring wheat 89.17%; oats, 90.52%; barley, 88.25%; rye, 85.41%; peas, 81.71%; beans, 78.48%; buckwheat, 73.40%; mixed grains, 90.59%; flax, 82.68%; and corn for husking, 75.16%; compared with spring wheat, 83.70%; oats, 86.01%; barley, 84.48%; rye, 80.82%; peas, 66.41%; beans, 68.81%; buckwheat, 80.87%; mixed grains, 90.59%; flax, 82.86%; and corn for husking, 71.92%, the yield for 1912.—Archibald Blue, Dept. of Trade and Commerce.

GEORGIA.

Austell, Ga., Nov. 20.—Fine crop of corn gathered. Farmers sowing more wheat and oats this year on account good wheat and oats crop last season.—J. D. Peckerson & Son.

IDAHO.

Quigley Sta. (American Falls P. O.), Ida., Nov. 10.—This vicinity will ship 1,500,000 bus. wheat where 5 or 6 years ago not one car was shipped. Hard to get cars; thousands of sacks await shipment.—J. E. Martens, mgr. Quigley Grain & Produce Co.

ILLINOIS.

Mahomet, Ill., Nov. 24.—Corn husking almost done; will average 28 bus.—Wm. Wykle.

Palmyra, Ill., Nov. 12.—Will not have any grain to ship out.—J. B. Duncan, of Duncan Bros.

Millersville, Ill., Nov. 10.—Corn yield $\frac{1}{2}$ crop; quality fair. Wheat looking fine.—J. J. Connerly.

Merna, Ill., Nov. 18.—Corn yield about 30 bus.; quality wet.—M. Gould & Son, mgr. J. W. Probasco.

Hayes, Ill., Nov. 14.—Corn averaging 20 bus.; quality poor and all will grade sample.—J. C. Roe.

Mt. Carmel, Ill., Nov. 20.—Corn poor; about 40% crop.—F. J. Dorney, Dorney, Storckman & Co.

Peotone, Ill., Nov. 20.—Corn yield 35 bus.; quality would be good except for moisture.—Wm. Brandt & Co.

Cooksville, Ill., Nov. 18.—Quality new corn good and will grade three if it ever gets dry.—Hayward Bros.

Herscher, Ill., Nov. 21.—Corn wet but otherwise good quality. Yield 40 bus.—John Karcher & Son.

Neponset, Ill., Nov. 22.—No new corn being sold, husking nearly done; yield about 2-3 average crop.—W. H. Hayes, mgr. Farmers' Grain Elevtr. Co.

Merna, Ill., Nov. 18.—Corn yield about half crop; quality good but right now very wet.—Hanley & Carmody.

Pana, Ill., Nov. 10.—Corn quality fair, yield only $\frac{1}{2}$ crop; wheat acreage biggest ever sown.—Geo. F. Barrett.

Wykles sta., (Decatur p. o.), Ill., Nov. 22.—Corn wet, average 35 bus.; husking almost done.—G. W. Leonard.

Lane, Ill., Nov. 13.—Corn yield about 40 bus.; quality fine with the exception of much moisture.—Boyce & Edwards.

Kempton, Ill., Nov. 21.—Corn making 35 bus. Shipped two cars, one tested 21% and one 23% moisture.—Shearer & Rickards.

Pesotum, Ill., Nov. 14.—Corn about $\frac{1}{2}$ crop. Too much late corn not matured properly; quality poor.—Davis & Gilles.

Monroe, Ill., Nov. 20.—Corn yield 35 bus.; early husking; all poor quality; no stock feeding of any consequence.—Geo. S. Miller.

Buckingham, Ill., Nov. 21.—Shipped 9 cars corn, all graded No 4 on account of moisture. Corn average 40 bus.—Otto Gross.

Deers, Ill., Nov. 15.—Corn quality very poor. Some matured, some soft; this makes bulk of corn sample; yield about 30 bus.—S.

Fletcher, Ill., Nov. 18.—Corn yield about 35 bus. Quality good but wet; have shipped four cars and all graded No. 4.—Hawthorne Grain Co.

Pesotum, Ill., Nov. 14.—Corn making 30 bus.; quality poor, account uneven ripening. Some ears are solid and some soft.—J. T. Riemke.

Cooksville, Ill., Nov. 18.—Corn yield about 30 bus.; shipped one car which tested 19.80 moisture.—E. J. Finley, mgr. Cooksville Grain Co.

Cabery, Ill., Nov. 21.—Have taken in 700 bus. new corn which tested 23% moisture. Corn average 35 to 40 bus.—J. T. Schumacher, mgr. Porch & Porch.

Taylorville, Ill., Nov. 10.—Corn yield about 30 bus.; much of corn soft account of uneven ripening, due to dry summer.—G. T. Findlay, agt. B. F. Jostes & Co.

Naples, Ill., Nov. 19.—Corn will average 20 bus.; good quality except for moisture; wheat acreage large; starting winter in good condition.—E. R. Simpson, agt. Smith-Hippen Co.

Media, Ill., Nov. 19.—Corn yielding 10 to 60 bus. per acre. Wheat is looking fine.—E. G. Lewis.

Deland, Ill., Nov. 13.—Corn average 35 bus.; contains 22% moisture; will be good quality after drying more.—W. T. Hardin.

Owaneco, Ill., Nov. 10.—Wheat acreage biggest ever sown, looking fine; corn yield, 20 bus.; quality fair; moisture content very large.—W. H. Barrett & Bro.

Kankakee, Ill., Nov. 20.—Corn $\frac{3}{4}$ crop; quality wet; business unusually quiet; do not look for any rush at present. Farmers all bullish on oats; corn prices too high for this time of the year.—Risser & Rollins.

Plainfield, Ill., Nov. 24.—Corn crop 10 to 20 bus. per acre less than last year, quality good. No new corn moved. Oats move with us all the year, still holding 75% of the oats; oats 75% of last years' crop.—G. F. Kersten.

Anchor, Ill., Nov. 18.—Corn yield 35 bus.; quality wet but should improve when it gets dry; do not look for much movement this winter, as farmers look for higher prices.—J. H. Nafziger, mgr. Anchor Farmers' Elevtr.

Sidney, Ill., Nov. 14.—Corn turning out better than expected; yield from 5 to 10 bus. better than expected; weather unfavorable for maturing and drying corn; elevtrs. not receiving any new corn yet on account of conditions; considerable corn already cribbed. Wheat in fine condition.—Sidney Grain Co.

Springfield, Ill., Nov. 12.—Good weather; corn harvesting on; yield about up to previous estimates; $\frac{3}{4}$ average crop; good farming paid this season. We look for a moderate movement within next 60 days; farmers will be inclined to hold should price decline; old corn practically cleaned up. Large acreage of wheat; condition about perfect.—C. O. Matheny & Co.

Decatur, Ill., Nov. 23.—Winter wheat prepared to go into winter in fine shape, having good growth and ample moisture; increased acreage; movement of new corn light; quality much lower in moisture tests at this time of the year than usual and absence of damaged grain is quite noticeable. Reports on largest yields come from territories west, northwest and north of Decatur. It is difficult to judge the per cent of corn gathered up to this writing. Stocks of oats at country points are of good volume but firmly held. Recent rains and mild weather have preserved pasture lands but many acres are not utilized owing to the light holdings of live stock. In view of this fact the feeders demand from Southern Illinois is not brisk.—Conley, Quigley & Co.

Decatur, Ill., Nov. 23.—Corn husking returns within a radius of 40 miles of Decatur are about as expected. The territory east and south shows some light yields but west and north where some rain was had during August, yields are better. We hear of some fields yielding as little as 15 bus. and others as much as 50 bus. in the same vicinity, but taking the entire territory above mentioned, a conservative estimate would be 30 bus. and basing the farm consumption in this territory, equal to the average year, only about 60 per cent of the usual amount of corn will be sold for shipment. Barring excessive moisture, quality is good, containing few damaged grains, etc. Yellow corn as a whole containing less moisture than white. Growing wheat looking fine, with acreage considerably larger than usual; about 70 per cent of 1913 oats crop remaining in elevators and farmers' hands. The above statement is based on personal observation and frequent telephone conversations with the dealers in all parts of the territory above mentioned.—J. A. Freeman, mgr. Kizer & Co.

INDIANA.

Salem, Ind., Nov. 20.—Wheat in fine shape. The corn crop short.—C. L.

Warsaw, Ind., Nov. 20.—Much corn still in the fields; wheat looking fine.—C. L.

Mongo, Ind., Nov. 19.—Opinion divided regarding crops owing to condition of soil.—W. C. Hawk.

Acton, Ind., Nov. 20.—Corn yield is much less than expected.—C. L.

Lowell, Ind., Nov. 20.—Corn yield 10 to 15 bus. less than expected.—C. L.

Huntingburg, Ind., Nov. 15.—Wheat moving slowly; holding for better prices.—Louis Katterhenry.

Greenfield, Ind., Nov. 20.—Four cents a bu. and board for help in gathering corn are being offered here by farmers who are experiencing difficulty in getting help. Bad weather has delayed the work. Local elevators now receiving corn.—C. L.

Bedford, Ind., Nov. 20.—Farmers along White River much disappointed in corn. Where the yield was expected to be 50 to 60 bus. it is averaging only 25. Upland farmers are getting from 10 to 15 bus. more. The price paid by local dealers is 60c, limited to less than 50 bu lots.—C. L.

Indianapolis, Ind., Nov. 20.—Reports from practically every section of the wheat belt in Indiana indicate that winter wheat crop conditions are excellent. No damage noted but continued warm weather is causing uneasiness in regard to insect damage to early sown wheat. A heavy snow fell a few days ago but it disappeared rapidly. Late estimates show an increase in the acreage sown.—C. L.

Indianapolis, Ind., Nov. 20.—At a recent meeting of Indiana grain dealers at the Board of Trade, Indiana's corn crop was discussed and reports showed that beyond a line 30 miles west and 20 miles south of Indianapolis the crop is poor in quantity and quality, but in the north and east counties it is better than the average. The reports received covered about 2-3 of the state.—C. L.

IOWA.

Corydon, Ia., Nov. 19.—No surplus of corn this year; wheat and oats about all shipped out.—F. M. West.

Mingo, Ia., Nov. 11.—Business has been good; not much feed here; good deal of corn on the market.—C. M. Nutter, agt. S. E. Squires Grain Co.

Coon Rapids, Ia., Nov. 20.—New corn moving slowly; medium yield; fair quality; not in good condition for shelling yet.—S. H. Agnew, mgr. Farmers Elvtr. Co.

Ortonville sta., (Waukee p. o.), Ia., Nov. 21.—Corn not up to average crop; 45 bus instead of 60 bus.; quality poorer than last

year; cob not so well filled.—Paul L. Batton, agt. Wright & McWhinney.

Fostoria, Ia., Nov. 20.—More corn for sale this year than last; crop considered better than last year; not so many cattle and practically no hogs to feed; corn husking finished; weather fine; new corn coming to market at 55c.—Michael Olson, agt. Hunting Elvtr. Co.

KANSAS.

Hayworth, Kan., Nov. 19.—Crops good.—W. F. Devore.

Independence, Kan., Nov. 15.—Growing wheat looks fine.—Independence Flour & Feed Co.

Logan, Kan., Nov. 18.—Wheat acreage $\frac{1}{2}$ larger than last year. No corn this year.—Bowman Bros.

Hays, Kan., Nov. 17.—Wheat crop 15% larger than last season; present condition 100%.—Hays City Mill & Elvtr. Co.

Gorham, Kan., Nov. 11.—Growing crops look good but need moisture.—J. H. Bruney, agt. Russell Mill & Elvtr. Co.

Great Bend, Kan., Nov. 15.—Had no wheat or corn last year; never better prospect for wheat for past 40 years.—G. H. Hulme.

Lebo, Kan., Nov. 18.—Corn poor and smutty; none marketed. Farmers will have to buy feed. We had fair flax crop but nothing else.—John M. Black.

Scott, Kan., Nov. 19.—Wheat prospects good; nothing for shipment this season; retail feed only thing being done.—L. W. Cretchen, agt. Cretchen Grain Co.

Moray, Kan., Nov. 22.—Wheat looking good; fine weather; most of corn out; poor grade; little or none to ship.—J. M. Powell, agt. J. H. Lynds Mill & Elvtr. Co.

Green, Kan., Nov. 17.—Wheat good; doing fine; needs rain. No corn raised here this year; have to ship in all that is fed; worth 82c at present.—Wilson Appleton.

Gem, Kan., Nov. 17.—Fall wheat acreage $\frac{1}{2}$ larger than last year. This is first year there has been any wheat for 4 or 5 years. Shipped 15 cars grain this fall.—H. F. Martin.

Anthony, Kan., Nov. 17.—Wheat movement good, considering small yield in this territory. Large acreage sown this fall; condition of growing plant could not be better.—Anthony Mills.

Haviland, Kan., Nov. 17.—Have best prospect for good wheat crop we have had for some time; wheat pasture good; ground in fine condition for winter.—W. B. Whitlow, agt. Kansas Flour Mills Co.

Colby, Kan., Nov. 11.—Everything mighty quiet here; growing wheat in fine condition; acreage 20% over last year; condition 100%; 40 cars shipped from this station, 10 cars back yet.—R. C. Maynes, of Maynes Bros.

Dillwyn, Kan., Nov. 15.—Most of old wheat marketed. Farmers feeding wheat and buying corn; it looks as if this was cheapest feed they can get considering prices.—J. W. Brown, mgr. Dillwyn Grain & Sply. Co.

Kellogg sta. (Winfield p. o.), Kan., Nov. 17.—Business quiet; wheat looks 100%; acreage 20% larger than last year; growing wheat still furnishing plenty of fall pasture. No corn here; all to come or be shipped in.—Baden-Vilm Mig. Co.

Conway, Kan., Nov. 15.—Good wheat point; fall wheat sown never looked better at this time of year. I am paying 78c at present for 60c wheat, have paid as high as 84c. Farmers holding considerable wheat, but no other grain to speak of.—T. Richardson.

Lucas, Kan., Nov. 14.—Wheat conditions nothing to brag about; got fine start when sown but no moisture since and many fields show loss on spots. Subsoil had no moisture to speak of for 2 years. Not banking much on present prospects.—M. P. Thielen.

Crisfield, Kan., Nov. 19.—Fully 100% more wheat sown here than in past 10 years; making fine growth; shipping in some grain for feed; about $\frac{1}{2}$ last crop has been used for feed and seed; 10% still in farmers hands. Ear corn selling at 75c.—A. S. Vance.

Dartmouth sta., (Great Bend, p. o.), Kan., Nov. 19.—Not much wheat left in farmers' hands; growing wheat looking well; some of the early sown wheat looks red; needs rain; late sown wheat looks the best; will probably make the best crop; no corn here.—L. J. Degarms.

MICHIGAN.

North Branch, Mich., Nov. 20.—Grain moving slowly on account of the poor condition of roads due to excessive rains. Beans light yield; from 4 bus. to 10 bus.; grain in good condition.—Harper Elvtr. Co.

MINNESOTA.

Triumph, Minn., Nov. 24.—Expect to handle 200,000 bus. grain this year; good crop of all kinds of grain.—Jas. Meehan, agt. Western Elvtr. Co.

Vesta, Minn., Nov. 22.—All crops good this season; wheat made 18 bus.; oats 50 bus.; barley 30 bus.; corn, big crop, 45 bus. to 60 bus. Weather fine; plowing all finished.—Agt. Bingham Bros.

Wheatville sta., (Ada p. o.), Minn., Nov. 21.—About $\frac{1}{2}$ grain still in farmers' hands; wheat quality good; nearly all graded No. 1; barley good; oats No. 3 white; not much plowing done.—A. R. Uecker, agt. National Elvtr Co.

Waldorf, Minn., Nov. 23.—About 50% wheat, barley, oats and rye still in farmers' hands; flax all marketed. Corn fair crop; reasonably good quality; wheat will be marketed this winter; corn all husked and on account of favorable weather nearly all corn ground is plowed, ready for next season crop.—Thos. E. Meaney, agt. Hunting Elvtr Co.

Duluth, Minn., Nov. 22.—Farms in the American Northwest are now better plowed than ever before. A greater acreage has been plowed than at any corresponding date and the work has been well done. Moisture in the ground being ample at this time it augurs well for a big spring wheat crop next year.—W. J. McCabe of McCabe Bros. Co.

Walters, Minn., Nov. 20.—Will ship more than usual amount as crops have been good. Corn big crop, making 50 to 65 bus.; will handle 8,000 to 10,000 bus. Not many hogs left so a great deal of corn will be marketed. Grain business has been good



J. B. Gehros, Price, Kan.

Shucking Corn in Kansas, Fall of 1913, as seen by J. B. Gehros, Price, Kan.

up to the present time but farmers are now holding for higher prices; not much coming in just now.—R. E. Ludtke, agt. Western Elvtr. Co.

MISSOURI.

Vandalia, Mo., Nov. 14.—No crop raised here; corn and oats shipped in every day.—J. F. Coontz.

Columbia, Mo., Nov. 15.—Total wheat yield for 1913, 35,390,833 bus., compared with 21,546,720 bus. in 1912; increase, 13,844,113 bus.; yield, 17.5 bus. Winter wheat acreage increase 7% over 1912 when acreage was 2,023,330, making estimated acreage 2,156,637 acres; condition 96.2%. Wheat never went into winter in better shape.—T. C. Wilson, sec'y Mo. State Board of Agriculture.

MONTANA.

Big Sandy, Mont., Nov. 20.—Bulk of grain marketed but still considerable left in small quantities. Have handled 55,000 bu. since August 1. Farmers have shipped about 20,000 bus. themselves. Winter wheat looking good; ought to come out fine next season; good quality, mostly No. 1; spring wheat shrunken but still good for No. 2. Expect to handle about 40,000 more bushels this season.—W. A. Schurmann, agt. Rocky Mountain Elvtr. Co.

NEBRASKA.

Beaver City, Neb., Nov. 21.—Wheat averaged about 8 bus.; nearly all sold; no corn; shipping in corn and oats; wheat sown needs rain.—S. J. Franklin, mgr. Farmers Business Ass'n.

Tekamah, Neb., Nov. 18.—Corn about % average crop; will probably average about 30 bus. for entire county; wheat, fair, not as good as last year; oats good; same as last year.—W. A. Moyer, mgr. Farmers Grain & L. S. Ass'n.

NORTH DAKOTA.

Heaton, N. D., Nov. 20.—Crops fair; grain almost all in; weather fair; nearly all fall plowing finished.—B. P. Holderman, agt. Monarch Elvtr. Co.

Berlin, N. D., Nov. 17.—Crops light; wheat about 10 bus.; about 300,000 bus. marketed, not much left in farmers' hands. Little plowing done.—A. H. Freie, mgr. Equity Elvtr. & Trading Co.

OHIO.

West Alexandria, O., Nov. 13.—New corn commencing to move; farmers slow sellers.—Chas. A. Rinck.

Bookwalter sta. (Jeffersonville p. o.), O., Nov. 12.—Wheat looking fine; average acreage.—O. H. Coe, Paul Bros.

Croton, O., Nov. 21.—Growing wheat and rye looking fine; large acreage; corn crop big but a large per cent still in field.—Ed. E. Shafer.

Deunquat, O., Nov. 19.—Wheat looking best in years; corn husking only ½ finished on account of wet weather; corn damp; making 75 bus.—Chas. Welch.

Columbus, O., Nov. 1.—Estimated wheat acreage seeded this fall, 1,635,185 acres, compared with 1,616,179 acres seeded in fall

of 1912; condition 101%; average date of seeding Sept. 23. Estimated rye acreage shown 158,713 acres; 86% compared with 185,473 sown in fall of 1912; condition 99%; decrease in acreage about 25,000 acres. Corn prospects not flattering; only 84%; estimated acreage 3,044,078 acres; present prospects show yield of 90,000,000 bus. against 127,000,000 bus. in 1912.—Agricultural Com's'n.

OKLAHOMA.

Jefferson, Okla., Nov. 10.—Wheat acreage increased 30%; prospects fine.—McIntyre Bros.

Clinton, Okla., Nov. 15.—Growing wheat never looked better at this time of year.—Wilbur Miltenberger.

Braman, Okla., Nov. 19.—Large acreage of wheat sown; prospects look good.—Goode & Thomas.

Okeene, Okla., Nov. 21.—Immense acreage of wheat thruout the west; looking good; ground has plenty of moisture; fine growing weather; plenty of wheat pasture.—M. C. Herschberger, agt. Choctaw Grain Co.

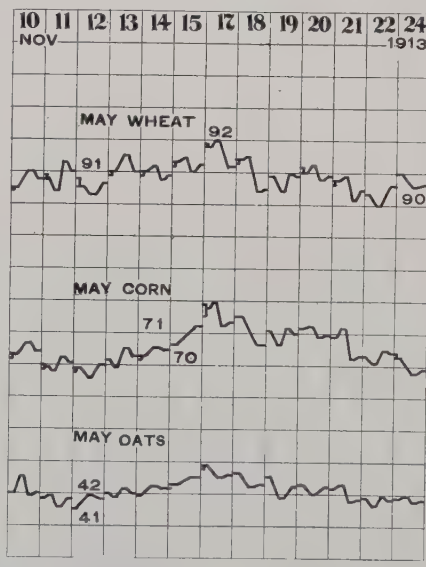
Ross sta. (Murray p. o.), Okla., Nov. 15.—No kafir corn to be shipped from this part of Okla.; will have to ship in corn where we had kafir corn to ship last year; wheat looks best in number of years with larger acreage; some wheat being fed.—L. D. Brandt, mgr. A. M. Brandt & Son.

PENNSYLVANIA.

Belleville, Pa., Nov. 10.—Good yield of wheat; also oats; corn not so good; average 10 bus. per acre.—E. E. Ulsh.

Chicago Futures

Opening, high, low and close on wheat, corn and oats at Chicago for two weeks are given below. For complete collection of similar charts back ten years see The Journal's Chart Book.



DAILY CLOSING PRICES.

The closing prices of wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

	Nov. 10.	Nov. 11.	Nov. 12.	Nov. 13.	Nov. 14.	Nov. 15.	Nov. 16.	Nov. 17.	Nov. 18.	Nov. 19.	Nov. 20.	Nov. 21.	Nov. 22.	Nov. 23.	Nov. 24.
MAY WHEAT.															
Chicago	90 3/4	91	90 3/4	91	90 3/4	91 1/4	91 1/4	90 3/4	90 3/4	90 3/4	90 3/4	90 3/4	90 3/4	90 3/4	90 3/4
Minneapolis	87 3/4	87 3/4	87 3/4	87 1/2	87 3/4	87 3/4	87 3/4	87 3/4	87 3/4	87 3/4	87 3/4	87 3/4	87 3/4	87 3/4	87 3/4
*Duluth	83 3/4	83 3/4	82 3/4	83 1/4	83 3/4	83 3/4	83 3/4	83 3/4	83 3/4	83 3/4	83 3/4	83 3/4	83 3/4	83 3/4	83 3/4
St. Louis	92 1/2	92 1/2	91 3/4	92 1/4	92 1/4	92 3/4	92 3/4	91 3/4	92	92 1/2	91 3/4	91 3/4	91 3/4	91 3/4	91 3/4
Kansas City	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 3/4	86 3/4	86 1/2	86 3/4	86 3/4	86 3/4	86 3/4	86 3/4	86 1/2	86 1/2
Milwaukee	90 3/4	91	90 3/4	91 1/4	90 3/4	91 1/4	91 1/4	90 3/4	90 3/4	90 3/4	90 3/4	90 3/4	90 3/4	90 3/4	90 3/4
Toledo	100 3/4	101 1/4	100 3/4	101	100 3/4	101	100 3/4	100 3/4	101 1/4	101 1/4	101	101 1/4	101 1/4	101 1/4	101 1/4
*Baltimore	92 3/4	92 3/4	92 3/4	92 3/4	92 3/4	92 3/4	92 3/4	92 3/4	92 3/4	92 3/4	92 3/4	92 3/4	92 3/4	92 3/4	92 3/4
Winnipeg	87 3/4	88	88 3/4	88 3/4	88 3/4	89 1/4	89 3/4	88 3/4	89 1/4	88 3/4	88 3/4	88 3/4	88 3/4	88 3/4	88 3/4
*Liverpool	101 1/4	101 1/4	100 3/4	101 3/4	101 1/4	101 1/4	101 1/4	101 1/4	101 1/4	102 1/4	102 1/4	103 1/4	103 1/4	104 1/4	104 1/4
†Budapest	124 3/4	125 1/4	124 3/4	124 1/4	124 1/4	124 3/4	124 3/4	125	125 1/4	125 1/4	125 1/4	125 1/4	125 1/4	125 1/4	125 1/4
MAY CORN.															
Chicago	70 3/4	70	70	70 1/4	70 3/4	71 1/4	71 1/4	70 3/4	71	70 3/4	70 1/4	70 3/4	69 3/4	69 3/4	69 3/4
Kansas City	72 3/4	71 3/4	71 3/4	72 1/4	72 3/4	72 3/4	72 3/4	72 3/4	72 3/4	72 3/4	71 3/4	72	71 1/4	71 1/4	71 1/4
St. Louis	72 3/4	72	72	72 3/4	72 3/4	73	73 1/4	72 3/4	72 3/4	72 3/4	72 1/4	72 3/4	72 3/4	71 3/4	71 3/4
*Liverpool	62 3/4	62	61 3/4	61 3/4	60 3/4	60	60 3/4	61 1/4	63 3/4	64 3/4	64 3/4	64 3/4	64 3/4	65 3/4	65 3/4
*December delivery. †April delivery.															

SOUTH DAKOTA.

Hitchcock, S. D., Nov. 1.—Crops somewhat lighter yield than usual; fine quality.—Geo. A. Poe.

Spencer, S. D., Nov. 19.—Grain good quality; above average yield; corn not more than 60% to 70% crop; good and dry; shipped 2 cars which graded No. 3.—John G. Clefisch, mgr. Farmers Elvtr. Co.

WISCONSIN.

Ableman, Wis., Nov. 20.—Trade is very dull at present.—Geissler Bros.

WYOMING.

Cody, Wyo., Nov. 10.—Oats about all threshed; yield good. Demand for oats, barley and soft wheat for feeding good. Not much barley grown here yet, but it yields well and farmers are beginning to think more about growing it to finish conditioning of hogs to save buying corn as freight rates are too high.—H. B. Shriver, mgr. Cody Flour & Feed Store.

SPECULATION in cotton will be greatly reduced by a rule adopted Nov. 21 by the board of managers of the New York Cotton Exchange. The rule prohibits the extension of credit to any person or firm not actively engaged in the cotton business. "Actively engaged" is construed to mean those persons who make the cotton trade their occupation and devote the greater part of their business activities to it. Inasmuch as speculation in futures is conducted on margins, it is believed that this rule will practically end speculation on the part of non-members. The Cotton Exchange has been subjected to a great deal of public criticism and threatened with federal legislation.



Square Deal Grain Co. Concrete Elevator at Morris, Ill.

A 1913 REINFORCED CON- crete Country Elevator.

The Farmers Square Deal Grain Co. will soon begin receiving grain in its new 40,000-bu. reinforced concrete elevator at Morris, Ill. The fotograf, plans and elevation reproduced here-with will give a clear idea of this plant.

The building is 34 ft. by 32 ft. 4 in., and 76 ft. high. The eight bins are approximately 10 ft. square and hopper-bottomed. The three bins over the wagon dump are 42 ft. deep, the others are 56 ft. deep. The bottom of the elevator pit is 8 ft. below grade.

The equipment includes two wagon dumps with separate pits, two elevator legs having 12 by 6 in. buckets and 48 in. head pulleys, a Hall 10-duct Distributor, 2,000-bu. Avery Automatic Scale, Western Manlift, Weller Car Mover, and 8" loading spout. Power is provided by a 15 h.p. Fairbanks-Morse Motor of the alternating-current, squirrel-cage type. The elevator was built by the Younglove Construction Co. and the equipment furnished by the Union Iron Works.

Except for the runners of the man-lift and the office furnishings, there is not a stick of wood in the elevator. Steel and concrete are used exclusively.

The foresight of the Square Deal Grain Co. in building such an elevator is particularly noteworthy. It has a plant that is absolutely fireproof. The saving of insurance expense should go a far way towards paying for the increase in cost of construction over wood. The saving of maintenance and depreciation expense (so far as the building is concerned) will in a few years pay a large profit on the slightly increased investment needed for this type of construction.

MANITOBA will spent \$2,500,000 next year for good roads, if the plans of Sir Rodmond Roblin, the premier, do not miscarry.

GEORGE W. COLE, Bushnell, Ill., has been appointed a member of the Uniform Grades Com'te of the Grain Dealers National Ass'n.

DURUM WHEAT at Duluth is this season at a good premium over blue stem spring wheat, which is remarkable because the durum wheat crop was larger than last year and the total spring wheat crop smaller than last year. The premium on December durum is about 1c over spring wheat for December delivery.

Coming Conventions.

Nov. 26 Iowa dealers will meet in Os-kaloosa at Hotel Lacey.

Nov. 28 Illinois and Indiana grain ship-pers will meet at Sheldon.

Dec. 8—Grain Dealers National Ass'n at Chicago, La Salle Hotel.

Dec. 8—North American Export Grain Ass'n, in Board of Trade, Chicago.

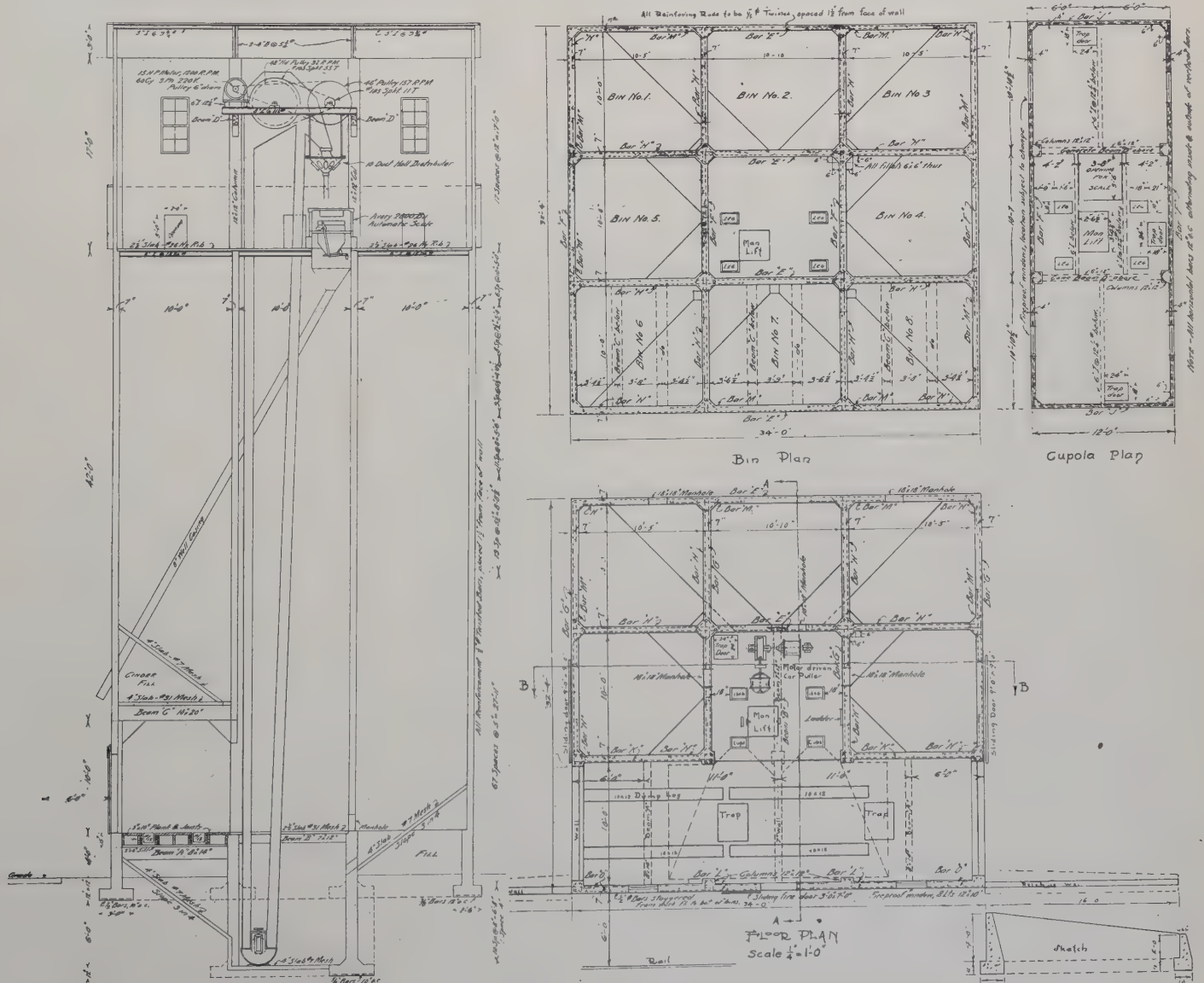
Dec. 10. The Tri-State Grain Pro-ducers & Dealers Ass'n will meet in Toledo at the Boody House.

Dec. 17-19—Farmers Co-operative Grain Dealers Ass'n at Hotel Rome, Omaha, Neb.

Dec. 16-18—Farmers Co-op. Ass'n of S. D., Hotel Cataract, Sioux Falls, S. D.

Feb. 4-6—Farmers Grain Dealers Ass'n of Minn., Hotel West, Minneapolis.

FLAXSEED PRICES not being high enough compared with wheat, the grain men of the Northwest will watch with in-terest to observe the expected preference of the farmer to sow wheat instead of flax, especially as the cost of growing and threshing flaxseed is greater than that of wheat.



Elevation of Square Deal Grain Co.'s Elevator, Morris, Ill. Floor and Bin Plan of Square Deal Grain Co.'s Elevator at Morris, Ill.

ILLINOIS - INDIANA DEALERS Meet at Terre Haute.

A meeting of Indiana and Illinois grain dealers was held at Terre Haute, Ind., at 7:30 P. M., Nov. 24.

C. B. Riley, Sec. Indiana Grain Dealers Ass'n, was elected chairman and opened the meeting by calling on S. W. Strong, Sec. Illinois Grain Dealers Ass'n.

Sec. Strong said: It is customary for all lines of business to have meetings for the discussion of problems confronting their respective trades. There is an imaginary line separating Illinois and Indiana shippers and it is well that we have joint meetings for the discussion of problems which vitally concern our business interests.

Sec. Riley: We need these meetings often. We ought to discuss quality of corn and tell about the growing wheat crop. We should also discuss the new corn grades. On Dec. 8th a meeting will be held in Chicago at the La Salle Hotel to discuss the new corn grades. Personally I believe the grain trade will get what it wants as per resolutions presented at Washington, Des Moines and New Orleans.

Means for the enforcement of the new rules will also be discussed at this meeting and it behooves every grain man to become very much interested in this question.

I now suggest that we hear from those present as to crop conditions.

C. B. Appleby, Casey, Ill.: No corn has been shipped out for several years. In fact we have corn shipped in. Do not raise oats.

W. E. Wade, Paris, Ill.: Corn average 30 bus. north of Paris. Not fit to ship now. Moisture content great and have stopped taking in corn. Paying 60 cts. for 70-lb. to the bus. Wheat best ever seen.

A. L. Stanfield, Edgar, Ill.: Corn too damp for handling. Average 30 bus. Some places report ear corn heating. Farmers will sell at 60 cts. for 70-lb. to bushel ear corn. Wheat finest ever seen. Acreage greatly increased.

J. W. Wright, Sullivan, Ind.: Have shipped in corn, paying 60 cts. for 75 to 80 lbs. per bus. Wheat fine, acreage increased 25%.

Frank Jones, Ridgefarm, Ill.: Have taken in 30,000 bus. Have 80,000 bus. contracted. Figure contracts will run one-third short account poor crop. Paying 59 cts. but don't want to buy. Heard of one crib ear corn from which the juice run out. Corn is unusually damp. Wheat best ever. Acreage 75% larger than last year.

Chas. McEwan, Indianapolis, Ind.: Farmers not selling at 60 cts. Indiana dealers paying 80 cts. per hundred for ear corn. Indiana corn is better than Illinois corn. Corn in Indiana won't move before Dec. 1st; husking half done. Illinois about done husking. From La Fayette north, corn will average 50 bus.

Harry Riddle, Terre Haute: In territory covered by Paul Kuhn & Co., corn averages 23 to 25 bus. Moisture content 21 to 25%. Wheat acreage 25% increase. Some fly reported at Worthington, Ind. Too much onions in wheat around Vincennes, Ind.

J. P. Allen, Sullivan, Ind.: Our elevators in river bottom. Corn test 21% moisture. Av. 25 bus., quality poor. Usually handle 300,000 bus., but this year do not expect to handle over 40,000 bus. Paying 55 cts. for 70-lb. corn, which must test 20% or less moisture.

A. L. Stanfield: Who furnishes the Boone Co. white seed corn?

Frank Jones: I hope he is dead.

W. E. Wade: We have no frosted corn.

J. P. Allen: About 10% of our corn is frosted.

Chas. McEwan: Corn at 72 lbs. is reported to overrun 2 cts. per bu. and corn at 75 lbs. is reported to overrun 4 cts. per bu.

Harry Riddle: We deduct from price we pay from $\frac{3}{4}$ to 1 ct. per bu. for every degree of moisture content in excess of 18%. Much frosted corn around Effingham, Ill. It looks like your fingers do when you have been helping your wife do the washing.

Bert Boyd, Indianapolis: About all corn arriving in our market is grading No. 4. Grain men should be careful how they buy this corn as the market on soft corn is bound to seek a lower level.

S. W. Strong: Illinois reports are much mixed. Christian county reported one car corn tested 16% moisture. Dekalb county has mostly No. 3. One dealer shipped 18 cars and 14 grade No. 3. Central Illinois has much "after growth" corn which ripened late. Corn average there 25 bus. From Springfield to Decatur average 35 bus. North of Bloomington, normal crop account sufficient rainfall.

Little old corn left in state. Wheat fine, acreage increased. Farmer won't sell corn at these prices. Never saw grain trade so dull. Husking more than $\frac{1}{2}$ done. Illinois probably average 30 bus. per acre.

C. B. Appleby: Farmers should raise earlier maturing corn.

S. W. Strong: Illinois University experimented with high eared and low eared corn for 11 years. Results prove that low eared corn matured two weeks sooner and quality and yield were about the same as the high eared corn.

Harry Riddle: Corn poorer quality now than two weeks ago. We have stopped taking in corn. Corn does not shell but simply breaks off in cob.

S. W. Strong: All have read of New Orleans meeting. A meeting will be held in Chicago Dec. 8th to further discuss the new corn grades. Main thing I want to say is that when I write you to see your Congressman, I want you to get busy.

I got before the Interstate Commerce Commission at Washington and told them about the non-payment of claims by the railroads. I got into the records 18 cases where railroads refused just claims. I charged railroads with avoiding the payment of claims and I also charged them with paying claims as rebates.

I said that the Big Four was the worst road to avoid just claims, and that the C. & E. I. was the best one to make promises.

I also got into the record where 4 cars showed no signs of leakage and yet the railroads agreed to pay $\frac{1}{2}$ the claim.

Had one case for loss in quality account delay in transit and got the claim paid.

Our Ass'n has had 14 lawsuits against the railroads and we have not lost one suit. The meeting adjourned.

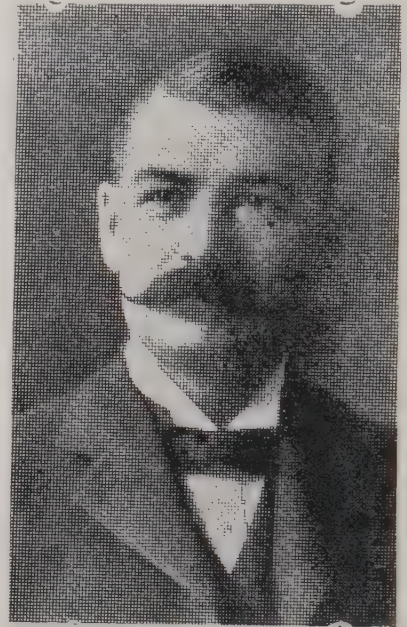
NOTES.

H. A. Brown gave a demonstration of the Brown-Duvel moisture tester.

Bert A. Boyd wore a silver badge marked "No. 23 Chicken Inspector." He overlooked the old hens and the roosters.

WILLIAM C. LEISTIKOW, Winnipeg, Man., Dead.

William C. Leistikow, pres., Imperial Elevator & Lumber Co., Winnipeg, Man., died Nov. 15 at Chicago after an operation. He had not been enjoying good health for some time, and a short time ago came to Chicago to consult with specialists. On Nov. 10 he underwent an



William C. Leistikow, Winnipeg, Man. (Deceased).

operation for the removal of an intestinal tumor. He rallied well after the operation and was apparently on the road to recovery, but on the evening of the 14th he suffered a relapse and died the following morning.

Mr. Leistikow was born Dec. 11, 1852, at Stettin, Germany. When a young man he emigrated to this country and settled in Minnesota. He established the Grafton Roller Mills at Grafton, N. D., in 1882. About ten years ago he associated with W. J. Bettingen and organized the Imperial Elevator & Lumber Co. Several years later he removed to Winnipeg, Man., to take over the active management of the company. He was also interested in a number of other Winnipeg banking and mercantile enterprises.

The body will be taken to Pasadena, Cal., for burial. A widow and an only son, Fred W. Leistikow, survive him.

Reparations Ordered.

The Interstate Commerce Commission recently made the following reparation awards:

Blanchard Grain & Gin Co. v. Oklahoma Central Ry.; refund of \$37.66 on one car of shelled corn from Gowrie, Ia., to Kansas City, Mo.

Hustler Mill & Elevator Co. v. San Pedro, Los Angeles & Salt Lake R. R.; refund of \$151.31 on one car of wheat shipped from Malad, Ida., to Redlands, Cal., and milled in transit at Salt Lake City.

Quaker Oats Co. v. Illinois Central R. R.; refund of \$42.45 on three cars of screenings and seven cars of flour from Minneapolis, Minn., to Cedar Rapids, Ia.

James E. Bennett & Co. v. C. C. C. & St. L. R. R.; refund of \$495.32 on 12 cars of wheat from Irving and Hillsboro, Ill., to Chicago.

MINNESOTA DISTANCE Rates.

The Minnesota Railroad Commission, acting under authority of the Minnesota maximum freight rate law which was recently sustained by the United States Supreme Court, has issued an order establishing distance rates for intrastate traffic. The rates on grain and grain products are given in Class 11 and Class 12.

Class 11 includes wheat, wheat flour, flaxseed, buckwheat, buckwheat flour, prepared flour and all uncooked grain or cereal products manufactured from wheat.

Class 12 includes corn, oats, rye, barley, alfalfa feed and meal, bran, brewers' grits and meal, chopped feed other than wheat chops, corn flour and meal, cottonseed meal, gluten feed, grain screenings, hominy feed, kafir corn, linseed cake and meal, middlings, shorts, spelt, wild mustard seed, and all uncooked grain or cereal products manufactured from corn, oats or rye.

The rates are as follows:

Class 11.		Class 12.	
5 miles...	2.7	155 miles...	8.8
10 miles...	3.3	160 miles...	8.8
15 miles...	3.8	165 miles...	9.0
20 miles...	4.4	170 miles...	9.0
25 miles...	4.6	175 miles...	9.1
30 miles...	4.8	180 miles...	9.1
35 miles...	5.0	185 miles...	9.3
40 miles...	5.2	190 miles...	9.4
45 miles...	5.4	195 miles...	9.5
50 miles...	5.7	200 miles...	9.6
55 miles...	5.9	210 miles...	9.7
60 miles...	6.1	220 miles...	9.8
65 miles...	6.3	230 miles...	9.9
70 miles...	6.5	240 miles...	10.0
75 miles...	6.7	250 miles...	10.2
80 miles...	7.0	260 miles...	10.3
85 miles...	7.2	270 miles...	10.5
90 miles...	7.4	280 miles...	10.6
95 miles...	7.6	290 miles...	10.8
100 miles...	7.8	300 miles...	10.9
105 miles...	7.9	310 miles...	11.0
110 miles...	8.1	320 miles...	11.1
115 miles...	8.2	330 miles...	11.2
120 miles...	8.2	340 miles...	11.3
125 miles...	8.3	350 miles...	11.4
130 miles...	8.4	360 miles...	11.5
135 miles...	8.5	370 miles...	11.7
140 miles...	8.5	380 miles...	11.8
145 miles...	8.6	390 miles...	11.9
150 miles...	8.7	400 miles...	12.0

Increasing Capacity of Cleaning Machines.

General Foreman Swan Hanson of Consolidated Elevator D feels that he has the laugh on the other elevator men at the Head of the Lakes. The other houses at Duluth and Superior, altho equipped with a newer and more rapid handling grain cleaner made in the East, are having trouble in the separation of wild oats which are badly mixed with the wheat of this year's crop.

A number of old style mills made in the West are in use at Elevator D. These have five sieves to separate wild oats, against only two in the other cleaners, making them much more efficient in separation, tho lacking in capacity.

To increase the capacity of the cleaners Mr. Hanson built a suction on the opposite end of each machine, making a double suction, the added suction taking out much fine dirt, broken grain and small kernels. This improvement has been in use for some time with great success, giving both capacity and quality of work.

As the stream of clean wheat from the separator shows a noticeably large mixture of wild oats coming from the corner of the screen for four or five inches. Mr. Hanson contemplates spouting off 5 inches from one end of the stream and running to a Richardson machine for a complete separation.

Another improvement devised by Mr. Hanson and his millwright is a lever at

the front end of the machine, avoiding the necessity of going behind it to raise or lower the screens. This improvement has now been adopted by the manufacturers and is being put on all new machines.

STEEL CONSTRUCTION FOR Wagon Scales.

BY

M. H. STARR, CHIEF SCALE INSPECTOR, KAN. GRN. DLRS. ASS'N.

What is probably the highest development today in wagon scale construction is illustrated in the accompanying photograph, which shows a 5 ton, 8 by 14 ft. wagon scale framed in accordance with standard specifications prepared by the scale and mechanical department of the Kansas Grain Dealers Ass'n. It will be noted that this construction differs radically from the regular factory type.

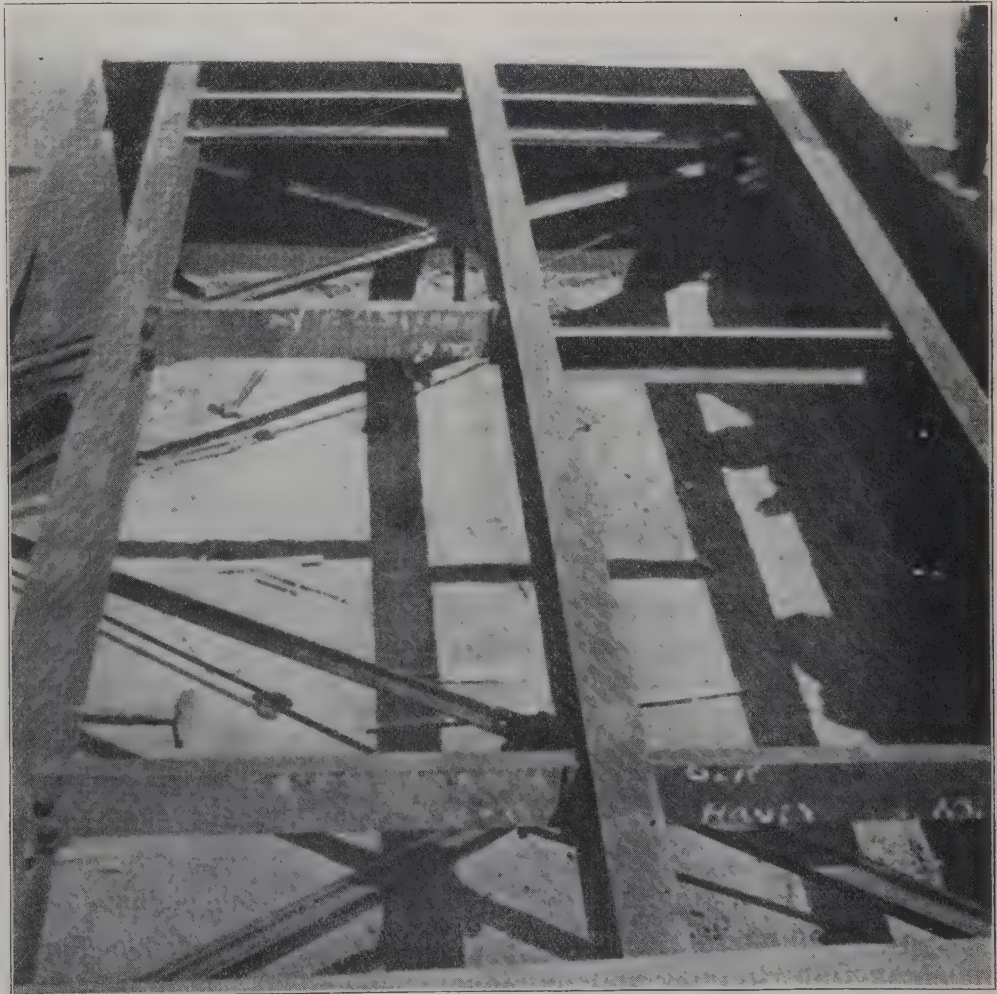
It is designed strictly on engineering principles and gives the maximum rigidity (which is absolutely essential for continued accuracy) with the minimum of weight. This frame does away with the check rods, also with the expensive cope frame, provides for an instant accessibility to all parts of the scale, and is interchangeable with wooden frame without the necessity of purchasing any additional parts. This design has been worked out so well, that even with the seeming amount of weight, the cost is very little more than a complete wooden frame, with the labor charges figured in. The wooden type has proved, for the grain trade at least, to be an unsatisfac-

tory scale and users in general are turning their attention to steel construction.

The frame herewith illustrated, shows only theoretical deflections on capacity loading and standard scales are easily accurate to their least graduation on capacity loading, which is not true of the wooden type. The life of a scale having a steel frame of proper design is prolonged as the rigidity of the frame does away with all unnecessary friction. If painted once a year, a steel scale will remain in accurate weighing condition for an indefinite period and will require no attention beyond sharpening the knife edges when dull.

The specifications drawn up by the Kansas Grain Dealers Ass'n are designed to permit the use of standard shapes, so that the scale frames can be fabricated at any structural iron mill at a minimum expense. The Ass'n plans to draft specifications covering the installation and design of all types of heavy duty weighing machinery.

THE AMERICAN Linseed Co. earned \$2,655,973 during the fiscal year ended Sept. 30. Operating expenses amounted to \$2,111,948, leaving a gross profit of \$544,025. This compared with the deficit of \$478,300 shown last year. The company's plants are valued at \$29,435,253, including the equipment, good-will and trade-marks. The company has issued \$16,750,000 in common stock, \$16,750,000 in preferred stock, and \$315,000 in bonds. The surplus this year amounts to \$1,264,151, compared with \$767,969 last year.



Steel Frame for Wagon Scale.

Grain Carriers

Over 900 cars per week were furnished by the Oregon Short Line to move the wheat and oats crop of Idaho, and even then shippers experienced considerable delay in getting equipment.

Export rates on corn from Oklahoma stations to Gulf ports have been reversed by the Rock Island and the A., T. & S. F. Ry., effective Dec. 15, so that Argentine corn may be shipped north at these rates.

The railroads have purchased during the first ten months of 1913, a total of 101,000 cars; and at this rate will purchase during the entire year 125,000 cars, compared with 235,000 cars ordered in 1912.

The protest of the Flanley Grain Co. against the C. B. & Q.'s rate of 17.1c on corn from Remsen, Ia., to Sioux City, Ia., will be heard Dec. 11 at Sioux City by Special Examiner Henderson of the Interstate Commerce Commission.

The Milwaukee Chamber of Commerce on Nov. 11 filed a complaint with the Interstate Commerce Commission that grain rates from points in the Northwest to Milwaukee are unreasonably high compared with the rates applying to Minneapolis.

The Interstate Commerce Commission on Oct. 14 refused the application of the Chicago, Milwaukee & St. Paul Ry. to increase grain rates between Spencer and Manila, Ia., and intermediate stations, and held that present rates are just and reasonable.

The Erie Canal was closed to thru traffic Nov. 20. The season has been the poorest in the history of the canal. On account of numerous breaks and inadequate water supply, delays have been frequent, and shippers have hesitated to send their goods via canal.

The steamer C. W. Elphicke, which was driven ashore at Long Point, Ont., by the storm of Oct. 21, is said to be bursting open due to the swelling of its grain cargo. The vessel contains 106,000 bus. of wheat, but so far no attempt has been made to salvage the grain.

Interstate Commerce Commissioner John H. Marble died Nov. 21 at Washington, D. C., of uraemic poisoning. Mr. Marble was stricken a few days before while conducting an investigation into the anthracite coal traffic at Philadelphia, and his death was wholly unexpected.

The Chicago Ass'n of Commerce has notified the Interstate Commerce Commission that it will take no part in the hearings in connection with the proposed 5% increase in Eastern freight rates. The Ass'n does not say that it favors the increase, but admits that it will not oppose it.

The Ohio Railroad Commission recently ruled that it had no authority to compel a railroad to furnish grain doors for cars to be loaded with grain for intrastate shipment. The Interstate Commerce Commission has ruled that the carriers must furnish grain doors for cars to be loaded for interstate shipment.

Toledo has filed a protest with the Interstate Commerce Commission against the proposed increase in the Toledo-New York freight rates from 15½c to 16½c, an advance of 1c. The railroads propose to advance the Chicago-New York rate only 8/10c; and Toledo grain men insist that they are being discriminated against.

The tariffs in question were suspended by the Commission until Mar. 12.

The proposed increase in the rate on flaxseed from Minneapolis, Minn., to Kansas City, Mo., and Fredonia, Kan., from 10½c and 15c, respectively, to 16½c and 26½c, respectively, was protested Nov. 12 before the Interstate Commerce Commission by a Fredonia linseed oil mill. The railroads, in defense, claim that the increase is necessary in order to equalize the increase in the flaxseed rate from Minneapolis to Chicago.

Southwestern railroads have changed their minds about charging for their tariffs. The roads are spending large sums of money yearly for printing tariffs, and that they could transfer this burden to the shipping public by making a charge for the tariffs. Shippers protested vigorously, however, and after a conference with a com'te of the National Industrial Traffic League, the carriers decided not to change their present practice.

To reduce delays in unloading cars, the Northern Demurrage Bureau, which maintains headquarters at Minneapolis, Minn., has adopted a rule requiring that all cars of grain ordered to mills and elevators for unloading or to connecting lines for shipment must be carded with the name of the person or firm ordering the movement given. This rule is made to prevent persons ordering cars to grain elevators when they have no intention of unloading them, and are merely trying to avoid paying demurrage.

The four months' time limit in which to file claims will be strictly enforced by the carriers, according to reports, since this requirement was sustained as a reasonable one by the United States Supreme Court. The regulation reads as follows: "Claims for loss, damage or delay must be made in writing to the carrier at the point of delivery or at the point of origin within four months after delivery of the property, or in case of failure to make delivery then within four months after a reasonable time for delivery has elapsed. Unless claims are so made the carrier shall not be liable."

Michigan railroads have filed with the state railroad commission new tariffs which change practically every class rate within the state. About two years ago the carriers decided to eliminate the discrepancies and discriminations in the Michigan rate schedules, a work undertaken with the full approval of the commission. The new tariffs contain a few reductions and many advances, some as high as 40%. The rates are entirely intrastate and are in lieu of the 5% increase demanded by the Eastern roads. By agreement with the state commission, the new tariffs will not go into effect until the Interstate Commerce Commission makes its decision in the 5% increase suit.

A meeting to consider natural shrinkage and other deductions made by the carriers in the settlement of claims for loss in transit was held at Chicago, Nov. 14 by W. M. Hopkins, manager of the transportation department of the Chicago Board of Trade, and the traffic men of other grain exchanges. After a long discussion, a com'te was appointed to draw up a report on the various matters of interest, and a second conference will be held probably in the near future. The purpose of these conferences is to get a working agreement among the various boards of trade, so that a united stand can be made in demanding from the carriers certain changes and reforms in the present manner of settling claims.

The Oregon Short Line next spring will commence the construction of a \$3,000,000 branch line from Menan, Ida., along the Upper Snake River.

On Nov. 24 the Interstate Commerce Commission began hearings in the demand of the Eastern carriers for a 5% increase in rates. Taking of testimony will probably require three weeks or more; and a decision is not expected before next spring.

Cars are getting very scarce along the Great Northern Railway, and a number of elevators are filled. At Wildrose, N. D., all four elevators had to stop operations, and about 80 wagonloads were turned away because they had no room for the grain.—A. A. Lee, Hatton, N. D.

The British Empire Grain Co., Ltd., of Canada recently began suit against the Acme Transit Co., Cleveland, O., for alleged damages of \$3,000 arising out of the failure of the steamer H. B. Hawgood to carry a cargo of grain from Fort William and Port Arthur, Ont. The Transit Company sent the steamer to another port.

A charge of 50c per car for switching to private scales is reasonable where the weights so gotten are not used for the assessment of freight charges, according to a recent decision by the Interstate Commerce Commission in the case of American Brake Shoe & Foundry Co. v. Belt Ry. of Chattanooga and the N. C. & St. L. Ry.

The proposed increase in rates on grain and grain products from Illinois stations to eastern points is vigorously protested in a brief filed Nov. 11 with the Interstate Commerce Commission by the Illinois Grain Dealers Ass'n, Illinois Farmers Grain Dealers Ass'n, the boards of trade of Louisville, Cairo, Cincinnati, Nashville, St. Louis, Indianapolis, Memphis, Toledo and Peoria, W. H. Small & Co., New Albany, Ind., and the Henderson Mill & Elevator Co., Henderson, Ky. The protestants claim that the increased rates are unnecessary and would produce a discrimination against Illinois farmers and grain dealers. William R. Bach, attorney for the Illinois Grain Dealers Ass'n, asserts that if the increase is granted, the Illinois farmer will be obliged to pay 16 2/3% more to have his grain hauled to market than is charged the Indiana farmer.

In order to avoid the recurring congestions in the Minneapolis terminals, the railroads at that point are recommending the adoption of a sliding scale of demurrage charges, by which the demurrage would be increased from \$1 per day to \$3 per day after the first week and to \$5 per day after the second week. The railroads also conferred with the millers and elevator men for the purpose of raising the minimum loads for cars billed from Minneapolis to Minnesota points from 24,000 pounds to 40,000 or 50,000 pounds. The carriers have given John G. McHugh, sec'y of the Chamber of Commerce, a list showing that 16 grain firms have held 168 loaded cars for 48 hours or longer, awaiting disposition orders. One concern held eight cars for sixteen days without giving disposition orders. For \$168 in demurrage this company obtained temporary storage on 10,000 bus. of grain. This abuse of cars and the failure to use but a small portion of their total capacity are the causes for the great congestion in the Minneapolis district. The railroads and grain men have held two conferences already for the purpose of bettering conditions.

The Interstate Commerce Commission in the case of Clinton Sugar Refining Co. v. C. & N. W. Ry., decided on Oct. 14 that complainant was not entitled to the refund of unused transit.

A car ferry from Key West to Havana is being projected by the Peninsular and Occidental Steamship Co. If established, it will be possible to ship merchandise from this country to points in Cuba without breaking bulk.

The Indiana Railroad Commission has suspended the tariffs increasing freight rates within the state until Mar. 12, 1914, pending the decision of the Interstate Commerce Commission in the suit of the railroads for a 5% increase in all eastern rates.

Foreign grain moving from the Atlantic seaboard to Buffalo, N. Y., and Buffalo territory will take a rate of 11c per 100 lbs., according to recently published railway tariffs. This is the same as the rate now applying on local shipments east-bound.

Grading and tracklaying on the Plentywood extension of the Great Northern, and the Ambrose extension of the Soo are being pushed right into the winter. A number of elvtrs. are being erected on both these extensions in Northern Montana by the International Elvtr. Co., of Duluth, Minn.

A cargo of 589,104 bus. of oats was loaded at Fort William, Ont., into the steamer James Loughlin, which cleared Nov. 19. This is said to be the biggest load of oats ever taken from the head of the lakes. The record for big cargoes of wheat is claimed by the steamer Schoonmaker, which cleared from Fort William Nov. 15 with 435,000 bus.

The Michigan Bean Jobbers Ass'n has decided to appeal to the Interstate Commerce Commission to obtain from the carriers satisfactory transit privileges on beans. The Ass'n has been negotiating with the carriers unsuccessfully for over a year. It insists that the roads should permit beans to be picked in transit without extra charge.

The proposed cancellation of thru rates on corn from stations in Iowa on the C. R. I. & P. Ry. between Des Moines and Council Bluffs to Fort Smith, Ark., and Oklahoma stations on the Fort Smith & Western Ry. was prohibited by the Interstate Commerce Commission in a decision given Nov. 22. The two roads could not agree on the basis for dividing the rates and decided to cancel their joint tariffs, thereby increasing the rates 5c to 8c. The Commission decided that the railroads could not arbitrarily increase their charges merely because of a disagreement on the division of the thru rate.—K.

Grain rates of 65c, 70c and 76c to Galveston, Tex., from Utah and Idaho stations, were recently held by the Interstate Commerce Commission to be reasonable and not discriminatory, altho the rates to New Orleans, La., a farther point, are 60c, 64c and 68c respectively, thereby dismissing the complaint of the C. A. Smurthwaite Grain & Milling Co. against the Oregon Short Line. The railroads, in defense, stated that the rates to New Orleans were terminal rates, did not apply to intermediate points, and were made with reference to rates applying from Kansas City. Rates to Galveston allow transit privileges at that point and per-

mit a back haul on the grain products for a distance of 200 miles or more.

The complaint that the Chesapeake & Ohio Ry. and connections are discriminating against Wilmington, N. C., in favor of Charleston, S. C., Savannah, Brunswick, Ga., and Jacksonville, Fla., in their rates on corn and corn products from Cincinnati, O., and Louisville, Ky., was dismissed Nov. 4 by the Interstate Commerce Commission in its decision in the case of Boney & Harper Milling Co. v. Atlantic Coast Line R. R., et. al. The millers complained that between the Ohio River crossings and Charleston, Savannah, Brunswick, and Jacksonville the carriers quote a proportional rate that is 2c lower than the local rate; whereas between the Ohio River crossings and Wilmington, N. C., the proportional and local rates are the same. This the millers contended is a discrimination against them, but the Commission held that their complaint was not sustained.

IT WOULD BE hard to get along without the Grain Dealers Journal as I like to see what my brother grain dealers are doing.—R. E. Ludtke, agt. Western Elvtr. Co., Walters, Minn.

TO GET along without the Grain Dealers Journal would be about the same to me as to try to buy grain without scales.—C. C. Cate, mgr., Independent Grain Co., Revere, N. D.

THE GRAIN DEALERS Journal should be on file in every grain office in the country.—B. S. Wilson, mgr. Grain Dept., Moore, Leonard & Lewis, Pittsburgh, Pa.

THE FIRST wall calendar for the new year comes from the Goshen Mfg. Co., Goshen, Ind. The calendar is embellished with a reproduction of a beautiful painting by Henri, entitled "Softly the Evening Came."

THE FARM LABOR problem seems destined to be vanquished by "suffragettes." Recently 15 energetic women of Garden City, Ind., husked and cribbed 400 bus. of corn at 3c a bus. The money was given to the Garden City Sunday School.

Illinois Compensation Law Invalid.

The Illinois workingman's compensation law was recently declared invalid by Circuit Judge Creighton. The Court held that as the records of the House do not show that the amendments to the bill were ever printed, the passage of the bill was illegal. This decision may throw into litigation thousands of injury settlements made since the law was passed.

THE WATER IN CORN.

In order to impress the grain dealer with the amount of water contained in the various grades of corn, the Grain Standardization Office of the United States Department of Agriculture prepared the exhibit shown in the accompanying photograph. This exhibit was shown both at New Orleans and Des Moines.

Starting from the left, the first bottle contains the amount of water in a bushel of corn having a moisture content of 14%, which would be No. 1 corn under government grades. In the wire cylinder is 48.16 pounds of corn, or the amount of dry matter (86%) that is contained in a bushel of this corn.

In the second bottle is the quantity of water contained in a bushel of No. 2 (government grade) corn, having a moisture content of 15.5%; and in the wire cylinder is 47.32 pounds of corn, representing the amount of dry matter (84.5%) in a bushel of 15.5% corn.

In the third bottle is the water in a bushel of No. 3 corn under the government grades, containing 17.5% moisture; and in the cylinder is 46.20 pounds of corn.

The fourth bottle contains the water in a bushel of 19.5%, or No. 4, corn, and the cylinder contains 45.08 pounds of corn.

In the fifth bottle is the water in a bushel of No. 5 corn containing 21.5% of moisture, and in the cylinder is 43.96 pounds of corn.

In the bottle on the extreme right hand side is the water in the 23%, or No. 6, corn, and in the cylinder is 43.12 pounds of corn.

Thus, the grain dealer in buying No. 1 corn containing 14% moisture is getting 5.04 pounds more of dry matter to the bushel than in buying No. 6 corn having 23% of moisture. This 5.04 pounds is 10.4% of the dry matter in a bushel of No. 1 corn. In other words, on the basis of actual nutritive value and without considering the difference in keeping qualities, No. 1 corn is worth 10.4% more than No. 6 corn. If the grain man will remember in buying No. 6 corn that he is paying his good money for 5.04 pounds of superfluous water in every bushel, he will be more apt to discriminate in favor of dry corn. The grades mentioned above, it must be remembered, are the proposed government grades.

THE LARGEST CARGO ever carried was loaded recently into the steamer Tellus at Philadelphia for Rotterdam, and amounted to 430,000 bus. of wheat.



Relative Proportions of Water and Dry Matter in a Bushel of Corn of Different Moisture Test.

SEC'Y HOUSTON ON THE Corn Grades.

What the government grades of corn will mean to the farmer was explained by David F. Houston, Sec'y of Agriculture, in an address on Nov. 14 at Manchester, N. H., before the National Grange of Patrons of Husbandry. Mr. Houston said in part:

Definite standards for the grading of commercial corn and the uniform application of such standards in all markets under suitable government supervision, would be of direct value to our corn growers, in that such standardization would encourage the marketing of dry corn of better quality. Heretofore it has been the common practice to pay practically the same price for all corn delivered at country stations regardless of its water content or of its soundness. Farmers have not been slow to grasp the situation, and under such a system have naturally made but little effort to market corn in a dry and sound condition. The system has placed a premium on poor and careless farming at the expense of good farm methods and practices.

Under a definite system of grading and the elimination of such terms as "reasonably dry" and "reasonably clean" the farmer as well as the grain dealer will be able to know and fully understand the requirements for the different grades. With a knowledge of the grade requirements the farmer who markets dry corn of good quality will be in a position to demand a premium for such corn. It will not be necessary for him to accept a No. 4 price for corn which he sells under a grade designation of No. 3. He will then have some encouragement to exercise greater care in the harvesting, storing, and marketing of his corn; he can likewise ascertain in advance of sale with a fair degree of accuracy the grade of his corn while in the crib and thus not market it until it is sufficiently dry to meet the requirements of a higher grade.

VARIETIES OF DODDER.

Indiana farmers have to contend with four different varieties of dodder, according to Arthur Goss, director of the experiment station at Purdue University. Three kinds of dodder, the clover dodder, large-seeded alfalfa dodder, and small-seeded alfalfa dodder, are particularly obnoxious.

The clover dodder infests both clovers and alfalfas. The seed is nearly round or somewhat flattened, with a finely pitted surface, and is generally gray to brown in color. In size it runs from 1-30th to 1-24th of an inch in diameter. This dodder is found in the clover-growing countries of Europe, in the states east of the Mississippi River and in the northern Pacific states.

The large-seeded alfalfa dodder has a seed gray to brown in color, sometimes with a slight pinkish cast, and is nearly circular, altho the shape varies. The larger seeds of this dodder are the same size as the smaller alfalfa seeds; and as a result they are hard to clean out.

The small-seeded alfalfa dodder has a very small oval seed with two flattened faces. The color is usually yellowish with a tinge of green or purple.

Both of the alfalfa dodders are found in the western states, and will probably spread into the eastern part of the country unless great care is used to clean the dodder out of alfalfa seed imported from the west. The small-seeded variety is particularly destructive to alfalfa.

Books Received

BONDS is a pamphlet issued by Moore, Leonard & Lewis, New York and Pittsburgh, covering standard securities. Copies can be obtained by writing to Benjamin F. Wilson, manager, Grain and Provision Department, Pittsburgh, Pa.

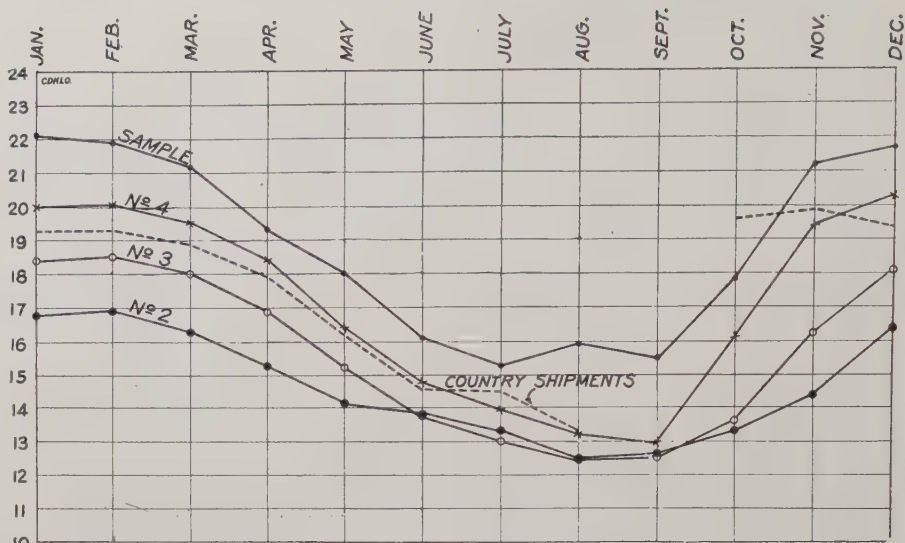


Fig. 2.—Monthly average Percentages of Moisture in No. 2, No. 3, No. 4, and "Sample" corn as received at Terminal Markets and as Shipped from Country Stations in Central Illinois.

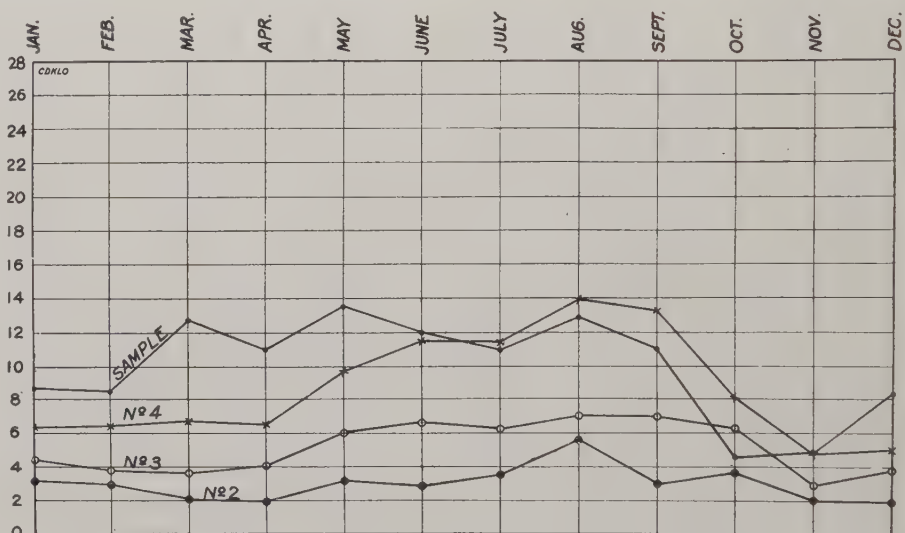


Fig. 3.—Monthly average Percentages of "Cob Rotten" in No. 2, No. 3, No. 4, and "Sample" corn as received at Terminal Markets.

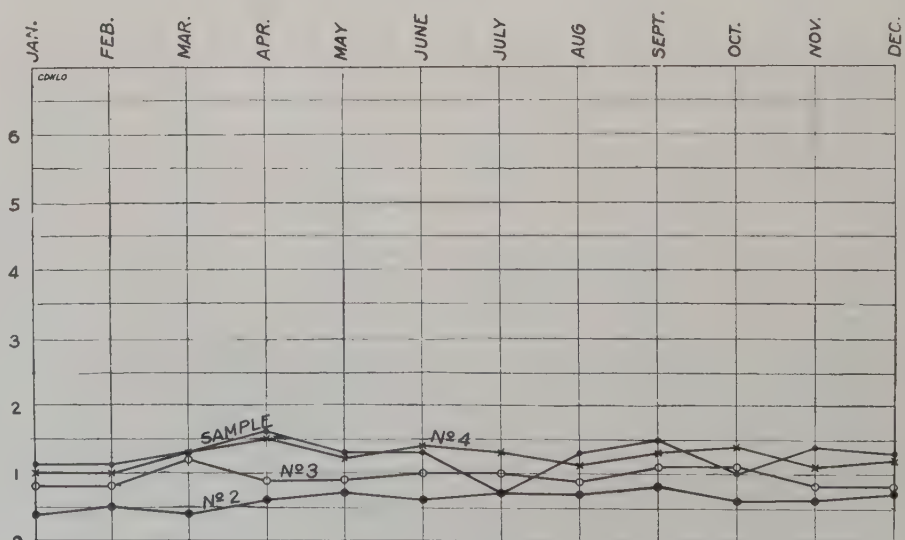


Fig. 4.—Monthly average Percentages of Seeds, Dirt, and Foreign Material in No. 2, No. 3, No. 4, and "Sample" corn as received at Terminal Markets. After Bureau of Plant Industry, U. S. Dept. of Agriculture. [For Description, see Facing Page.]

CHARTS OF THE DATA COL- lected in Corn Standardization.

The charts presented herewith show the most important findings of the Bureau of Plant Industry, U. S. Dept. of Agriculture, in its investigations of corn grading.

Nearly all of the work represented in these charts has been an effort to average the opinion of state and exchange grain inspectors on the factors making up grading. Vague phraseology of the inspection rules and the personal equation inseparable from their interpretation by the individual inspector made it absolutely necessary for the Department to use the work of the inspectors as the basis rather than the rules. The government discovered great laxity in the enforcement of the rules in some markets, but its policy is not to expose any particular market, altho the condensed charts herewith show that inspectors are grading grain too high and too low.

A record of the opinion of the inspectors is not so valuable as an exact statement of the conditions and qualities declared to be essential by corn millers for a milling grade; by live stock growers, for feeding corn; by brewers for a corn goods grade; by the glucose industry for an industrial grade, or the whisky manufacturers for a distillers' grade, therefore these determinations charted by the Department of Agriculture should not be too slavishly adhered to in establishing uniform grades for corn.

It is this failure of the present designations of the grades of corn to indicate their true value for some purposes that has forced the buying of much corn by sample rather than grade.

Fig. 2 shows that No. 2 and No. 3 reach the same moisture per cent in June to October, and that No. 3 and 4 vary extremely in November-December.

Fig. 3 shows that in December there is more cob rot in No. 3 than in No. 2 inspected corn.

Fig. 4 shows that the dirt runs close to the same percentage in all grades.

Fig. 5 shows how heat damage greatly increased in April-May and in September.

Fig. 6 shows that inspectors do not use the percentage of badly broken corn as a guide in grading, altho it is an important factor in the keeping quality of stored corn.

Fig. 7 shows that the higher grades of corn weigh more per bushel.

FOREIGN WHEAT will be ground exclusively by the Millbourne Mills, Philadelphia, Pa., Shane Bros. & Wilson, owners. The flour will be exported. One of this concern's representatives stated recently that they will grind nothing but foreign wheat for some time to come, and that shipments will be received almost daily.—C.

BOSTON and New York grain men, thru Representative Curley of Massachusetts, on Nov. 13 filed with Sec'y Houston a protest against the government corn grades. The grain dealers of these two markets believe that supervision by government inspectors of the work of the exchange inspectors would handicap the export business; and also that the moisture content of 15½%, while warranted for Gulf and South Atlantic ports, would deprive the North Atlantic ports of the advantages they now possess by reason of climatic conditions; and the establishment of the proposed standard grades will cause them to lose a large share of their present export grain trade.

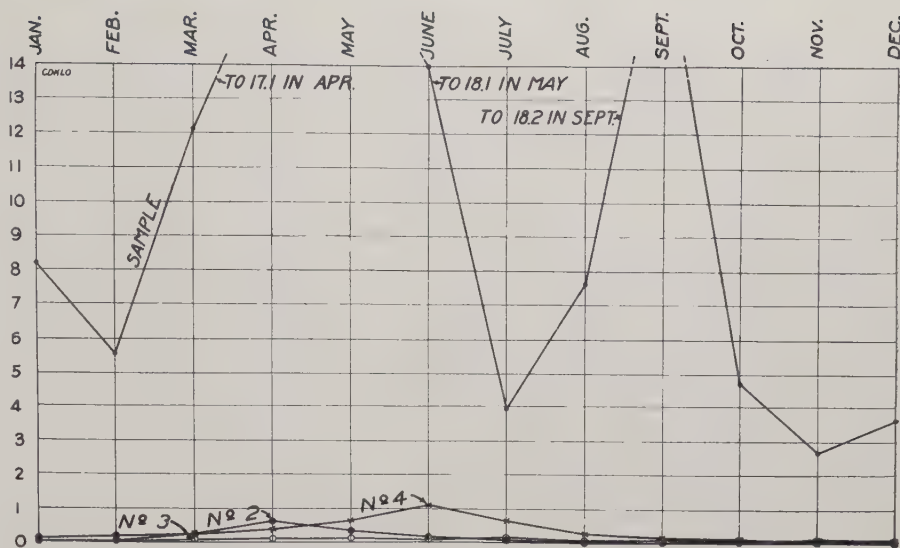


Fig. 5.—Monthly average Percentages of "Heat Damaged" corn in No. 2, No. 3, No. 4, and "Sample" grades as received at Terminal Markets.

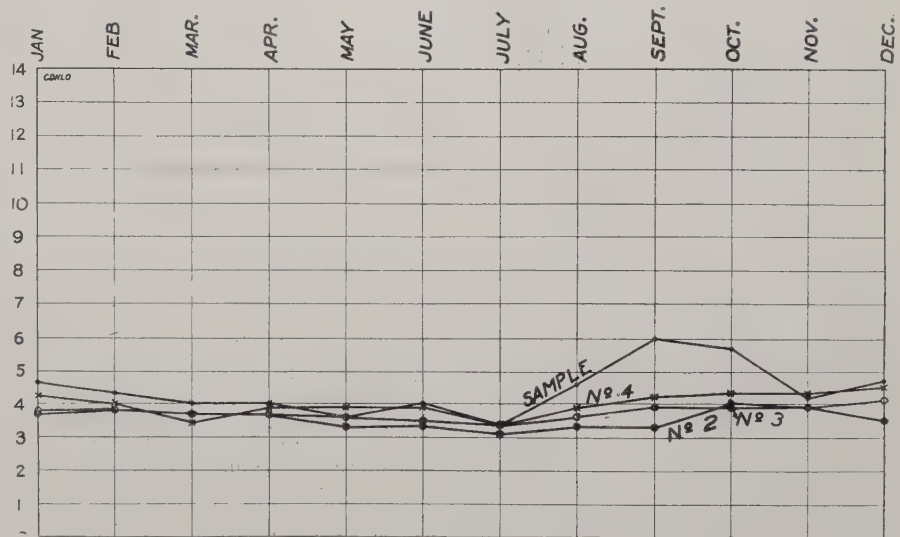


Fig. 6.—Monthly average Percentages of Badly Broken Corn in No. 2, No. 3, No. 4, and "Sample" grade as received at Terminal Markets.

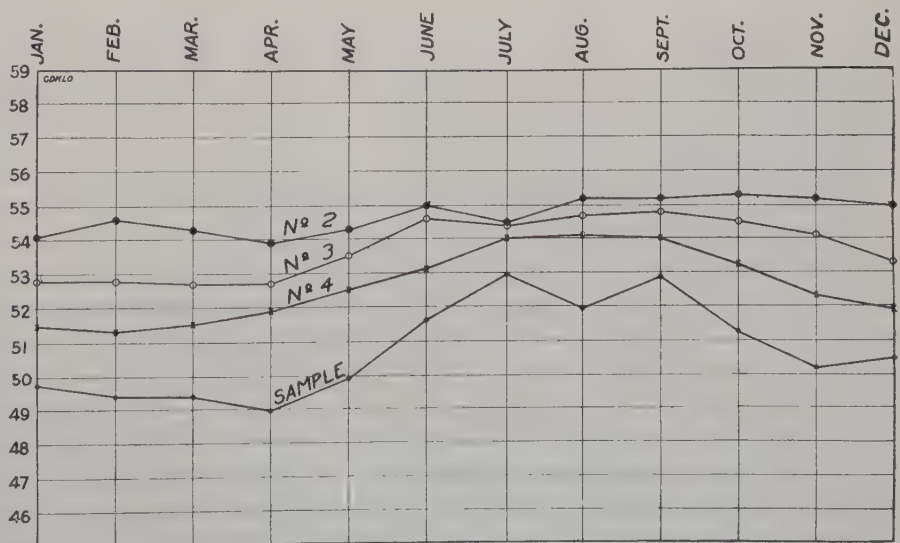


Fig. 7.—Monthly average Weight per Bushel of No. 2, No. 3, No. 4, and "Sample" corn as received at Terminal Markets. After Bureau of Plant Industry, U. S. Dept. of Agriculture.

Seeds

Henry A. Dreer, Inc., Philadelphia, Pa., according to reports, will soon erect a large seed house.

About enuf clover seed raised here to supply the farmers.—Chas. A. Rinck, West Alexandria, O.

Clover seed good; millet seed a light crop; timothy seed about all shipped out.—F. M. West, Corydon, Ia.

The Corn Belt Seed Co. recently commenced business at Kentland, Ind., with Warren T. McCray as pres. and William Simons as treas.

The Long Island Seed Co., Inc., New Hyde Park, N. Y., was recently organized by Francis W. Garvey with a capital stock of \$100,000.

Condition of alfalfa in Canada on Sept. 30 was 78.6%, compared with 76.3% a month previous.—Archibald Blue, chief, Census & Statistics Office.

The Ded-Sure Seed Corn Co., Inc., Geneva, N. Y., was recently incorporated for \$300,000 under the laws of the state of Delaware to engage in the seed business.

The J. Wilder Seed Co., Cincinnati, O., was recently incorporated for \$10,000 by Walter C. Renaker, William J. Rahe and Walter Schmitt to succeed the J. Wilder Co.

Peoria received 1,020,000 lbs. of seed and shipped 270,000 during October, compared with 660,000 received and 420,000 shipped during October, 1912.—John R. Lofgren, sec'y Board of Trade.

Beaver City, Neb., Nov. 21.—Big crop alfalfa seed produced in this county, with perhaps 90% sold. Many farmers are trying out feterita this year.—S. J. Franklin, mgr. Farmers Business Ass'n.

The production of clover seed in the United States is estimated at 80.5%, compared with 74.5% last year, according to the Nov. 1 government crop report. The yield per acre is placed at 2 bus., the same as last year.

The Ohio Agricultural Commission reports the condition of clover seed in the state on Nov. 1 as 95% of average. The acreage under alfalfa is estimated at 28,777 acres, 104% of last year, and production at 86,124 tons.

Duluth received 2,635,131 bus. of flaxseed and shipped 1,769,932 bus. during October; compared with 2,101,376 bus. received and 1,140,030 bus. shipped during October, 1912.—Chas. F. MacDonald, sec'y Board of Trade.

The Alfred J. Brown Seed Co., Grand Rapids, Mich., formerly a copartnership, has been incorporated with \$100,000 common and \$100,000 preferred stock. Alfred J. Brown owns all of the preferred stock and all but 11 shares of the common stock.

Seed registered with the sec'y of the Toledo Produce Exchange will be subject to a fee of 4c a bag, according to a rule recently adopted by the board of directors and put into effect immediately. The rule reads as follows: Charges of 4c a bag shall be paid by buyer, whether in or outside of Toledo, on all regular grades, except screenings, of all seed except on private brands, which shall be registered with the sec'y."

Croton, O., Nov. 21.—Our clover seed crop a failure, will have to ship in for home use.—Ed. E. Shafer.

Rouget & Van de Walle, Abbeville, France, seed dealers, have moved their office to 23 Rue Jean Jacques Rousseau, Paris.

Kansas produced this year 1,540,000 bus. of alfalfa seed, according to an estimate prepared by the State Department of Agriculture. The long period of dry weather was favorable to the development of the seed.

A National Alfalfa Congress will be held at San Francisco in 1915 during the Panama-Pacific International Exposition, if the conference called for Dec. 2 at Chicago by C. F. Hatfield for the purpose of perfecting a permanent organization proves successful.

Canada produced 14,912,000 bus. of flaxseed on 1,287,300 acres with an average yield per acre of 11.58 bus., compared with 21,681,500 bus. harvested last year on 1,677,800 acres, an average yield of 12.92 bus.—Archibald Blue, chief, Census and Statistics Office.

The Young-Randolph Seed Co. recently leased a three-story building at Owosso, Mich., and will engage in the wholesale seed business, handling all kinds of grass and grain seeds. The company consists of George S. Young, manager, Alma Grain & Lumber Co., Alma, Mich.; George W. Young, formerly a grain dealer at Pewamo, and Fred Randolph, Alma. The company will install a complete seed-cleaning plant.

Numerous frauds in the Northwest in connection with the sale of alfalfa seed have been unearthed by the United States Department of Agriculture. Large quantities of alfalfa seed raised on irrigated lands have been sold as northern-grown dry-land seed; and imported Turkestan seed has been sold as Grimm alfalfa seed. The Grimm variety commands a much higher price on account of its ability to withstand cold and dry weather; and, as substitutions are difficult to detect, fraud is comparatively easy. The only protection is to purchase from reliable dealers.

The Gate City Seed Co., Keokuk, Ia., is building a large plant for the manufacture of chicken feed. The main building is of wooden construction, 44 by 62 ft. and 5 stories high. The equipment consists of a Richardson Automatic Scale, Richardson Bagger, two roller mills, Eureka Cracked Corn Separator; Sprout, Waldron Cracked Corn Separator and Agitator, eleven conveyors, eight special feeders furnished by the Union Iron Works, a Western Manlift, and three 10-horsepower General Electric motors. Three other brick buildings complete the plant. The Newell Construction Co. is the contractor.

The production of orchard grass seed is limited to a very small area, almost the entire commercial supply being derived from a small section within a few miles of Louisville, Ky., where the production of this seed has long been made a specialty. When grown for seed instead of for hay, the crop should be cut with a reaper and the bundles put into shocks like wheat, except that no cap-sheaf is required. It should not be stacked, but threshed directly from the shock, thus reducing the loss of seed from shattering. In growing orchard grass for seed the usual practice is to sow only about half as much seed as is used when hay or pasture is desired. This method has been found to produce

more and better seed than when heavy seeding is practiced. Under ordinary conditions the yield should be from 15 to 18 bus. per acre.—Louisville Seed Co.

Clover seed has displayed a steady upward trend since the first of the month, only receding moderately from the season's best prices on liquidation in the nearby delivery and lack of fresh investment support. The usual November decline has failed to put in its appearance. Farmers are still holding. Receipts at Toledo continue small and stocks are accumulating very slowly. Bears believe that the \$2.00 advance, starting in August, has discounted all adverse conditions and the market is now, at least, a two-sided affair.—Southworth & Co.

Chicago received during the week ending Nov. 22, 856,000 lbs. timothy seed, 212,000 lbs. clover seed, 353,000 lbs. other grass seeds, and 57,000 bus. flaxseed, against 1,173,700 lbs. timothy seed, 136,700 lbs. clover seed, 297,000 lbs. other grass seeds, and 64,300 bus. flaxseed during the corresponding week in 1912. Shipments for the week have been 681,000 lbs. timothy seed, 56,000 lbs. clover seed, 324,000 lbs. other grass seeds, and 1,000 bus. flaxseed; against 2,252,700 lbs. timothy seed, 178,700 lbs. clover seed, 419,200 lbs. other grass seeds, and 10,100 bus. flaxseed during the corresponding week of 1912.

Rosenberg & Lieberman, wholesale dealers in grass seeds, at Milwaukee, Wis., were indicted recently by the federal grand jury on the charge of violating the postal laws by misrepresenting their alfalfa seed, and have pleaded not guilty. The charges against E. L. and A. L. Rosenberg and Chas. Lieberman are based on a circular setting forth that they were "the largest alfalfa seed dealers in the world." Other statements which are alleged to be false and misleading were that in 1912 they handled 2,000,000 bushels of seed, and in 1911 every kernel was dry land, Montana grown; that it passed both the government and state purity tests and stood 98 per cent in the germination test. The circular also stated the company had purchased every pound of seed in the Cow Creek valley of Montana in the years 1910, 1911 and 1912, and that they practically had a corner on the 1913 supply. Defendants have each given \$5,000 bonds.

Toledo received 1,250 bags of clover seed during the week ending Nov. 22, compared with 1,968 bags received last year. This brings total receipts this season to 23,845 bags; compared with 30,344 bags received up to this date last year. Clover seed shipments amounted to 46 bags compared with 207 bags for the corresponding week last year. Shipments this season total 10,312 bags; compared with 4,395 bags shipped up to this date last year. Alsike receipts were 264 bags for week ending Nov. 22; compared with 329 bags a year ago. Total receipts of alsike for this season are 4,155 bags; compared with 3,738 bags received up to this date last season. Shipments were 2 bags for week compared with 60 bags shipped last year. Timothy seed figures are: receipts for week ending Nov. 22 were 330 bags compared with 182 bags a year ago; receipts for season to date 17,488 bags against 34,697 bags for preceding season. No shipments of timothy were made during the week. Shipments this season total 8,221 bags, compared with 22,142 bags last season.

Noblesville, Ind.—An unusually heavy demand for clover seed has developed in this vicinity, and many farmers have not completed hulling on account of the recent rains. The dry weather last fall killed a great deal of clover, thus cutting short the seed crop.—C. L.

From the Seed Trade.

MEDIA, ILL., Nov. 19.—Clover seed is being held for higher prices. Timothy seed is not as plentiful as usual. Seed corn of good quality is very scarce.—E. G. Lewis.

LANDISVILLE, PA., Nov. 19. — Only small lots of clover seed will be hulled with perhaps the usual quantity of timothy seed. No stocks of clover are being carried over. Considerable timothy of former years' production is still on hand.—A. H. Hoffman.

ST. PAUL, MINN., Nov. 20.—The farmers are holding their clover seed for higher prices and refuse to sell on present market. The quality of the alsike in Wisconsin and Minnesota is very poor this year; while red clover is average in quality. Considerable timothy was carried over from last year's crop and this season's crop appears to be short and of poor quality, most of it being badly hulled.—Jameson, Hevener & Griggs.

ST. JOSEPH, MO., Nov. 19.—The crop of red clover seed is the biggest that has been hulled in this vicinity for a number of years. It is of good quality. The farmers are holding the seed, hoping to secure higher prices next spring than are being offered now. After having paid from \$12 to \$15 per bu. the past three seasons, the present prices look too low to them. A large crop of blue grass seed was also produced in this territory. The alfalfa seed crop is the largest ever known here and prices are ruling very low. Dealers are offering around \$4 per bu. for the best grades. Some fields averaged a yield of from 10 to 12 bus. per acre. Timothy seed is short. Very little alsike seed was threshed in this territory; we know of only one or two small lots. Little clover, timothy and alfalfa seed was carried over from last year, if any at all. Quite a large stock of blue grass seed was carried over. We believe that we will get a good crop of seed corn and think the supply will equal the demand. Millet, cane and kafir corn seed crops are very short.—Chesmore-Eastlake Mer. Co.

CAMDEN, O., Nov. 18.—Clover disappointed its friends as yield per acre diminished as the season advanced, Mammoth seed yielding better than the medium. We estimate the latter to have yielded not to exceed 1 bu. per acre on the average. Quality fair, as some seed shows weather damage. Farmers holding more than usual, also more trading among farmers than in past seasons. Outlook for clover from seeding of 1913 is poor. More acreage will be seeded to clover in the spring of 1914 than usual, probably 110% of average. The use of timothy is on the increase, and this season will be no exception to the rule of the past few seasons. Less alsike will be sown than usual. A large acreage of alfalfa will go out during the next season. Prospect good for trade in all lines of seeds and at moderate prices which will prevail; think that farmers will sow the full amount of their requirements and not deny their acres the proper amount of seed to produce a crop, which has been the tendency the last few years

on account of the high prices especially of clover and timothy.—E. C. Eikenberry, sec'y The Payne & Eikenberry Co

AMARILLO, TEX., Nov. 20.—The only field seeds we raise are cane, millet, kafir and maize. Our crops are nearly complete failures. There will be a little maize and kafir but not enuf millet and cane seed to supply the local demand. This applies to the Panhandle of Texas. —Early Grain & Elev. Co.

LONDON, Nov. 10.—Business now passing in spring sowing seeds. Fine crops of English and foreign red clovers, good samples, useful prices. White clover fair crop English, good prices. Alsike fine crops of English, Canadian and Continental seed, good samples, reasonable prices. Trefoil: good crop English, fair crop foreign, samples average, prices cheap. Province Lucerne, also Timothy: fair crops, moderate prices. In grasses: beautiful crops of French-Italian, Irish-Italian and Perennials, fine samples, prices firm. Cocksfoot: fine yields of Danish and New Zealand seed, good samples, reasonable prices.—John Picard & Co.

BEATRICE, NEB., Nov. 22.—Practically no red clover, alsike and Kentucky blue grass was raised in this locality this season, and only a very small amount of timothy. We think there is not enough of any of the above named varieties to be shipped out. The local demand will consume most of the home grown seed. An exceptionally large yield of alfalfa seed was produced here this season, but the farmers are holding most of the seed for higher prices. We think alfalfa will be the only seed which will be carried over for higher price. No clover, timothy, alsike or blue grass seed will be carried over another season.—Carl Sonderegger, German Nurseries & Seed House.

ARGENTINA is now third largest exporter of wheat. She is exceeded only by the United States and Russia. She ships most freely during Feb., March and April. Harvest starts in the northern part in November, but is mostly in December. She exports wheat mostly, but some flour. Cultivation of wheat on a large scale dates back to 1826. — C. A. King & Co.

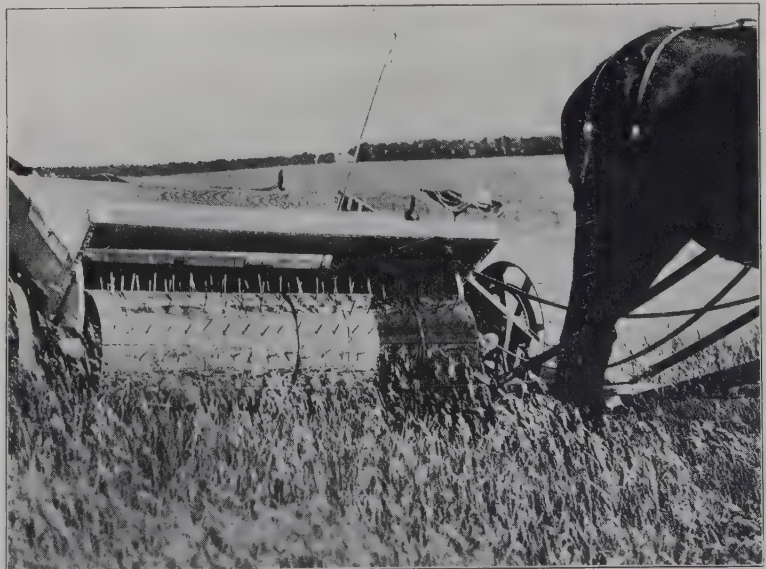
BLUEGRASS SEED IN MISSOURI.

Not many years ago the leading district for the production of Kentucky bluegrass was described as being "within a radius of twenty-five miles from the center of a triangle formed by lines connecting the cities of Lexington, Paris and Winchester, Kentucky." From this territory much seed is still shipped. It may be true that the bluegrass seed center is moving westward, for much of the best bluegrass grown is now harvested in Missouri.

The principal bluegrass seed producing territory in Missouri is in the northwestern part of the state. It extends north from Kansas City practically to the Iowa line. King City in Gentry County is the leading seed shipping point. For the season of 1912 more than 100,000 bus. of Kentucky bluegrass seed were shipped from King City. Some of this seed was hauled quite a distance in order that it might be cleaned in the establishments at King City.

The seed harvest in Northwest Missouri opens from June 5 to 10 and continues two or three weeks. During this time more than two hundred power machines drawn by horses are operated in the territory surrounding King City. Many hand strippers are also in use. For instance, this year, during the first week of the harvest, three merchants in King City sold 250 hand strippers at \$1.40 each.

BLUEGRASS STRIPPER.—The average cost of the horse-drawn machine, which is really a kind of header, is about \$55. One of these machines, shown in the engraving, may best be described as a sort of rapidly revolving cylinder covered with spikes and having a large trough or box into which the seed-filled heads go as they are torn from the stalks. The gearing arrangement resembles somewhat that of a mowing machine, there being one drive wheel and one grain wheel. The cylinders average about 20 inches in diameter and are geared for high speed. One type of stripper has the cylinder made of solid wood from which extend metal teeth. These teeth are about 4 inches in length and are set in rows 8 inches apart. They are so alternated as to cover the entire surface of the cylinder with teeth. The other type of machine commonly used has a



The Bluegrass Stripper.

skeleton cylinder made of steel and having parallel bars about 10 inches apart. On these bars are short metal claws which remove the ripened seed from the growing grass.

In harvesting the grass it is necessary to make occasional stops, at which time the seed is removed from the strippers and placed in burlap bags, each bag holding 5 bus. These bags are temporarily left in the field where filled, but are later loaded into wagons and hauled to a drying yard. A machine that will strip a swath 6 ft. wide is easily drawn by two horses. The capacity of such a machine is about 10 acres per day, depending on the surface and the size of the land. The cost of stripping an acre of ground is estimated at 75 cents; to this should be added the cost of drying which amounts to about 50 cents.

HARVESTING CREWS.—In the territory around King City most of the work of harvesting the seed is done by men who make a business of this work rather than by the landowners. Most of the farmers are apparently so prosperous that they do not care to bother about gathering grass seed. They prefer to sell the harvest privilege to men who own a number of machines.

For the seed as it stands the farmers receive from 50 cents to \$2.50 per acre, depending upon the quantity and quality, the average price being \$1 per acre. Machine owners hire the operators and teams. The pay per man and team, with board for men and feed for horses furnished, is from \$3.50 to \$4 per day. At the opening of the harvest season crews of from 5 to 25 men, each crew having a cook and camp outfit, move to some neighborhood where the pasture or bluegrass fields, as they are sometimes referred to, are best. The labor is not hard and the workers generally enjoy the camp life.

THE YIELD OF SEED is from 8 to 20 bus. per acre, 12 bus. being a fair average. The price paid for green seed just as it comes from the fields is about 35 cents per bus. of 14 pounds. At this price even the operator of a hand stripper is able to get good pay for his work. Boys or girls 12 or 14 years of age often make from \$1.25 to \$2.50 per day. Many women do as well, and some earn as much as \$3.50 or \$4. Where grass is good, a strong, active man often earns \$5 to \$6 per day. Naturally this means that when grass is ripened and ready to strip everybody who has the time and strength to use a hand stripper gets busy.

DRYING YARDS.—An important step in the saving of bluegrass seed is the treatment which it receives in the drying yards. A drying yard to which the seed is hauled, after it has been placed in sacks in the fields, is a level tract of land of perhaps an acre or more. Any grass or weeds growing on this is closely clipped so as to reduce the loss of seed as much as possible. After the seed is emptied from the sacks, it is scattered over the drying field to a depth of several inches. Green seed and damp weather require that the seed be spread shallow. From day to day the seed in the drying yard is turned, stirred and forked about till the action of sun and wind has cured it about like hay ready for the mow. If this work is not well done the result will be seed of low germinating quality.

From the drying yard the seed is re-

moved to warehouses, barns or granaries where it is stored until cleaned. The cleaning is a most important process. Where all preliminary work has been well done, careful cleaning should insure good seed.

In harvesting bluegrass seed it is important that the seed be taken only from pastures that are free from weeds and from timothy or other grasses. One difficulty in the purchase of bluegrass seed is to secure seed that is not mixed or adulterated.—*A. W. Orr, in Monthly Bulletin of Missouri State Board of Agriculture.*

WHY FREE SEEDS?

Ever since 1865 Congress has appropriated with recurring regularity a large sum of money for the distribution of free seeds. Last year this appropriation amounted to \$310,000. This money is wasted every year in a graft which has never found a defender but which nevertheless seems destined to go on forever. The farmers do not want free seeds. The National Grange, voicing the opinion of a million farmers, has protested against this graft. The Department of Agriculture does not want it. None of the Department's annual reports in the past decade asks for a free seeds appropriation; and because of the money wasted in this manner, the Department has more than once been refused an appropriation for which it earnestly pleaded and could have used to good advantage. Furthermore, the Department is obliged to turn down many thousands of applications for seeds yearly because the distribution of the free seeds is entirely in the hands of congressmen.

The attitude of the Department is revealed in the remarks on this subject made by David F. Houston, the present Sec'y of Agriculture, in an address at Manchester, N. H., Nov. 14 before the National Grange of Patrons of Husbandry. Mr. Houston said:

You may be interested to know that in the estimates just submitted to Congress it has been recommended that the distribution of ordinary vegetable and flower seeds be discontinued and that part of the \$300,000 heretofore devoted to this purpose be used to procure, propagate and distribute among the people, new and valuable seeds and plants. If Congress sees fit in its wisdom to accept the recommendation, particular attention will be given to the securing and distribution of new and valuable seeds and plants, including forage crop seeds, whose character and quality will be thoroughly known and tested; and pains will be taken in every instance to see that a sufficient supply is sent to make it worth while for the individual farmer to make an experiment.

Over 250 carloads of seeds are now sent out annually under this appropriation. The seeds are sent indiscriminately to city flatdwellers, business men and farmers. Rare plants, useless plants, plants that cannot possibly grow in our climate are purchased with this money. It is impossible to understand how any intelligent body of men can year after year appropriate a huge sum of money to be wasted in this wanton manner. The explanation is that it helps to get votes. But in the opinion of the thinking voter, it should have just the opposite effect.

INSECTS THAT INFEST Stored Rice.

Stored rice is subject to infestation by sixteen varieties of insects, according to E. S. Tucker of the Louisiana Agricultural Department after an investigation which was begun Jan. 1, 1912. This investigation was the result of appeals made on the State Entomologist by the rice mills of Louisiana for information on methods of combating the pests. The mills are losing heavily every year thru the damage done to the stored rice and rice products.

The pests are common grain insects; but owing to the conditions surrounding rice milling, they cannot be fought in the same manner that the grain elevator man uses successfully. Mr. Tucker first began a careful study of the life history and habits of the various species, and then tested the results when infected rice is subjected to treatment by hydrocyanic acid gas, sulphur fumes, carbon bisulfid, heat and cold.

The tests showed that chemical treatment is ineffective because of the impossibility of forcing the fumes into the stored rice. Treatment by heating the grain to a temperature of 120° Fahrenheit killed all insects, but also fractured the kernels and is therefore useless. Placing rice in cold storage during the warm months also saved it from damage by insects; but owing to the expense involved, the rice mills are able to do this only with the choicest grades.

Storing rice in strong bagging was found to be a very successful, and on account of its convenience and cheapness, a very practical method of protection. Rice packed in various kinds of bags was placed for 14 months with badly infested stock, with the following result: the rice in a bag of fine drilling was slightly infested and damaged; in a bag of eight-ounce duck, the grain showed scarcely an insect; and the rice in a ten-ounce duck bag at the end of the test was in perfect condition, without a trace of infestation.

As many of the pests feed principally on rice dust and dirt, cleanliness and the prompt disposal of refuse will greatly reduce the number of insects in any warehouse where grain is stored.



W. H. Conley, Lincoln, Ill.

CONLEY, QUIGLEY & CO. Organized.

W. H. Conley, J. E. Quigley and Bert H. Muthersbaugh recently incorporated as Conley, Quigley & Co., and will engage in the grain brokerage business with offices at Lincoln, Clinton, and Decatur, Ill.

W. H. Conley, the senior member of the firm, has been engaged in the grain business at Lincoln, Ill., for twelve years. J. E. Quigley spent an equal number of years as an elevator operator and manager for various companies at Decatur and vicinity. Bert H. Muthersbaugh resigned as corn buyer for the A. E. Staley Mfg. Co. to become a member of the new company. He has ten years' experience in the cash grain business.

The new firm has taken out membership in the Chicago Board of Trade. It has been organized by men experienced in all phases of the grain business, one as a commission man, the second as an elevator operator, and the third as a cash grain buyer. All three men are well known in central Illinois; and the new venture seems destined to enjoy a long and prosperous career.

Fotograf of the three partners are reproduced herewith.

SEC'Y OF AGRICULTURE David F. Houston, in an address Nov. 14 at Manchester, N. H., before a farmers' organization, stated, in connection with the agitation that the government assists in the promotion of farmer-to-consumer marketing schemes: "In the field of marketing, there is danger that pressure will be brot to bear upon us to act everywhere before we are prepared to act intelligently anywhere."

ENGLAND is steadily losing as an agricultural country. The arable land in England and Wales decreased 277,000 acres in 1913 as compared with 1912; the area under wheat declined 162,000 acres; oats, 98,000 acres; and clover and grasses under rotation, 27,000 acres. Barley acreage, however, showed an increase of 102,000 acres. The live stock returns show that during this last year the number of sheep decreased 5% and swine decreased 16%. Cattle decreased 124,776.



J. E. Quigley.
Decatur, Ill.

THE PRICE OF A FRIEND.

MYRTLE DEAN CLARK.

Two women loved each other. It was really an unaccountable friendship for one was a Social Success and lived in Glamour and Glitter and the other was a demure Devotee of Duty.

Each one had a following which exclaimed in surprise "What do you see in Her?"

The Social Success was a sparkling, adorable little creature, plump, pretty and with a keen sense of humor. The Devotee of Duty had a carefully reared family of five girls. On the altar which her Love had reared to them she had gladly sacrificed her strength, her strong social qualities and her ambitions. Before that altar each day she prayed for the simple virtues of unselfishness and service. Yet this Devotee of Duty was intensely fond and proud of the Social Success. She admired the glowing color, her perfect gowns and her power to hold a fascinated group of men. When the Social Success visited the Devotee of Duty there was tumult in the household. Each daughter brought her particular treasure to adorn the guest room. The family heirloom china and the wedding silver honored the entertaining little guest.

Wine glasses of which mother did not really approve were carefully washed and put away so that the early-morning kiddies might not be shocked at mother's guilt.

But oh! the laughter in that household. How the days rippled by! The Devotee of Duty had an absolute spree of jokes. She brought from memory's treasury every funny thing that ever happened and they laughed, and laughed and were confidential until the wee hours when the Social Success was accustomed to seek her downy.

Thus the years enriched the friendship and finally they lived near one another and belonged to the same club. The Devotee of Duty always worked in the sociology dept and was a power in the community.

So when she put her friend in the first vice-presidency the Social Success was at once accepted. The little Social Queen dreamed of presiding over that noted club of 750 women.

She should have put her friend in, as guardian of that air castle but she did not.

The Devotee of Duty had a plan for a crippled children's home and she nominated a woman of executive ability who she knew would carry her project thru'.

Then the Social Success lost her poise, and told her friend in anger that the 1st V.-Pres. had always the right to the presidency. In vain the friend assured her of an innocent intent, of her steadfast love, of her sorrow in giving a moment of pain. Love had died in the heart of the Social Success and Laughter fled from the home of her friend. The other woman had the office, the crippled children the much-needed home, but the five daughters of Duty missed something they loved in the face of mother.

The Social Success was chagrined over her loss of office. The Devotee of Duty was heavy-hearted because she had unintentionally failed in the high ritual of Friendship. Time passed and memories of mirth and heart confidences were laid away in a casket of coolness.

The husbands of these quondam friends were grain men and became opponents in the oat market. Duty's husband believed that oats were due to reach 65c

while the Society husband was selling for future delivery at 55c. When oats reached 70 cts Duty's husband had 1,500,000 cheap oats in store and he jubilantly told his wife of his handsome profits which would make possible that longed-for trip around the world. Also he told her that Society's husband was reported to be short half a million bushels, how haggard he looked, how his partner had disappeared, how with his known integrity he would meet all losses which might spell bankruptcy. All night long the mother lay awake with an aching heart. Her friend's beauty must have a golden frame. She could not think of her otherwise. Then if her own husband made \$20,000 in oats and the friend's husband had losses it would seem that she had again dispossessed her friend of a seat among the mighty. It was unthinkable, and she again lived over the anguish of those days when one of her heart's treasures was snatched from her life.

Her husband awoke to find her on her knees. In the very highest tenderness of praying. She was asking the Bountiful Giver to let her be of service to her friend.

Perhaps in the stillness of the night the heart of her friend was responsive to the wireless of Love, for something surely happened. The Social husband pulled thru', Duty's husband did not make as big a killing as was anticipated and those two totally different women are laughing again.

ATTEMPTS to utilize the fiber of American flax have so far met with scant success. It seems to be impossible to develop a variety of flax that will be valuable both for its fiber and its seed. Tests made with Canadian flax in England have demonstrated that when treated by the usual methods the fiber is too poor and brittle to stand the spinning process and cannot be used even for heavy rope. However, Messrs. Foster of Selby, England, and George Pearson, formerly of Nottingham, England, but now of Great Falls, Mont., claim to have discovered a method of treating American flax straw by which a fiber entirely suitable for commercial purposes is obtainable.



Bert H. Muthersbaugh.
Decatur, Ill.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—The Guthrie Mill & Elevtr. Co. of Guthrie, Okla., will open a branch office in this city.

Little Rock, Ark.—The Bowen Mill Products Co. has been organized to deal in grain and cotton and to do a wholesale flour business. L. H. Bowen of Independence, Kan., is the head of the company which has opened an office on Bridge street.

CALIFORNIA.

Los Angeles, Cal.—The Los Angeles Hay & Grain Co. recently suffered a loss of \$25,000 by fire.

Visalia, Cal.—L. V. Fletcher, a grain dealer of this city, recently disappeared leaving alleged debts of \$7,000.

CANADA.

D'Arcy, Sask.—S. Y. Hoppin is in the grain business at this point.

Camrose, Alta.—Watson & Co. are in the grain business at this station.

Pembroke, Ont.—The Pembroke Mfg. Co. has completed its 15,000-bu. elevtr.

Saskatoon, Sask.—I am now with the Reliance Grain Co.—Walter Hunsacker.

Saskatoon, Sask.—The Canadian Northwest Grain Co. has been incorporated.

Port Arthur, Ont.—The first grain shipped from the new government terminal elevtr. was loaded Nov. 10.

Montreal, Que.—The 1,000,000-bu. elevtr. of the Grand Trunk Ry. Co. has been opened and is now receiving grain.

Gravelbourg, Sask.—I am now in the grain business at this point.—C. O. Hignum, formerly at Froid, Mont.

Cardston, Alta.—C. S. Russell is now agt. for the Alberta Pacific Grain Co. at this station.—T. H. Kavanagh, agt., Kincaid, Sask.

Edam, Sask.—The McLean Elevtr. has been completed and work on the elevtr. of the Saskatchewan Co-operative Elevtr. Co. is being rushed.

Montreal, Que.—The addition to the elevtr. of the Harbour Com's'ners is nearing completion and will be ready for operation early next season.

Factoria, Sask.—The new elevtr. of the Northland Mfg. Co. will have a capacity of 60,000 bus. It will be 90 ft. high and will be equipped with an \$18,000 cleaning plant.

Moose Jaw, Sask.—The new government elevtrs. here and at Saskatoon will be equipped with 1,000-bu. Morris grain driers furnished by the Strong-Scott Mfg. Co. They will be installed next June.

Quebec, Que.—A 1,000-bu. Morris Drier will be installed in the Harbour Com's'ners Elevtr. now under construction by the Canadian Stewart Co. The Strong-Scott Mfg. Co. will install the drier about Dec. 1.

Transcona, Man.—The last grain in the tanks of the sunken elevtr. of the Can. Pac. Ry. Co., was removed Nov. 12, and contract has been let for the straightening of the elevtr. which still tilts at an angle of 35 degrees.

Lethbridge, Alta.—The Lethbridge Malting Co. has been incorporated, and is a subsidiary of the P. H. Rice Co. of Winnipeg. The company will build a 100,000-bu. elevtr. and a malting plant at this point, at the cost of \$200,000.

Port Arthur, Ont.—The grain trimmers are experiencing considerable difficulty in loading grain boats at the government elevtr. here and at the Horne Elevtr. on the Kaministiquia, on account of the fact that

the depth of the water in front of each house is not sufficient to carry a boat loaded down more than 12 or 15 ft. The boats have to keep 10 or 12 ft. from the dock, which makes the loading difficult.

Regina, Sask.—A bill prohibiting the bonusing of industries, either by granting of free sites or exemption of taxes, in all Saskatchewan towns, is now before the legislature. If this bill is passed it will probably effect the standing of a number of elevtrs. that have recently been erected.

Kincaid, Sask.—I am now agt. for the Alberta Pacific Grain Co. at this station, having been transferred from Woodrow, Sask. Was formerly with the same company at Royal, Alta. Kincaid will have 5 elevtrs., operated by the Alberta Pacific Grain Co., Slate Elevtr. Co., Smith & Brewer, Northern Elevtr. Co. and Pioneer Grain Co.—T. H. Kavanagh.

Port Arthur, Ont.—Shipments from this port for the month of October show an increase of over 100% over those of October, 1912, while the total amount of grain handled here up to Nov. 4 exceeds the amount handled for the corresponding period in 1912 by 33%. The following statement clearly shows the increase for this year: Cars arriving over the Can. Nor., October, 1913, 10,770; October, 1912, 7,432; increase, 3,338. Amount of grain handled at elevtrs.: Receipts, October, 1913, 12,400,000 bus.; receipts, October, 1912, 8,500,000; increase, 3,900,000. Shipments, October, 1913, 11,773,000 bus.; October, 1912, 5,500,000; increase 6,273,000. Of 55,000,000 bus. of all grain carried east by vessels during September and October, 16,000,000 bus. were shipped out of the Canadian Northern, Thunder Bay and Horne's elevtrs. A new record for the elevtrs. at this point was established Nov. 1, when 949,481 bus. of grain were shipped.

Regina, Sask.—The request of J. E. Bradshaw of Prince Albert for a report from the Saskatchewan Co-operative Elevtr. Co., was recently considered by the legislature and after discussion the elevtr. company was ordered to make a report to the government, covering the following points: The total number of elevtrs. erected or purchased by the company since its organization to date, giving the cost of each; the total number of bus. of grain handled by them, showing the amount handled in each year; the total amount of financial assistance granted by the government of Saskatchewan to the company; rate of dividend paid to the shareholders of the company, showing the amount paid each year; to what extent have the subscribers to the elevtr. company paid their subscriptions. Vice-Pres. Langley, who is also minister of municipal affairs, argued that his company was not required to make the report because it was a private concern and the government had nothing to do with it except to the extent in which it performed its agreement with the government. He said that it was not a government undertaking, and he could give the house his absolute assurance that the government had not uttered a word in its management. As the vice-pres. of the company, and possessed of all the information demanded, he held that his capacity as an officer of that company and his position as a member of the government had no connection with each other. Replying, Mr. Bradshaw said that 85c in every dollar of the capital of the Saskatchewan Co-operative Elevtr. Co. had been put in by the province, and he contended that the people had a right to know exactly the state of this investment. Premier Scott said there would be no objection to the motion passing since the Saskatchewan Co-operative Elevtr. Co. act provided that the provincial auditor should examine the af-

fairs of the company, and facts elicited by that official could properly be placed at the disposal of the house.

Winnipeg, Man.—The annual meeting of the Grain Growers Grain Co. was held in this city Nov. 11, many shareholders being present. At the morning session Pres. T. A. Crerar announced that after paying off a loss of \$30,000 on the operation of the Manitoba government elevtrs., there was still a net profit of \$170,000 left to the company. The paid up capital stock of the company was reported to have been increased \$60,000, the total paid up stock being given as \$645,000. The president also announced that the Manitoba government had cancelled the company's lease on the government elevtrs. in Manitoba, to take effect Aug. 31, 1914. The agreement called for a lease of 5 years, subject to the cancellation by either party on one year's notice. One hundred and seventy-one elevtrs. are affected. The future policy of the government in regard to the elevtrs. has not been announced. He also mentioned a loss to the company on export business due to large quantities of grain going out of condition on the way from Fort William to Europe. During the afternoon meeting, there was some discussion over the reports of the auditor and the directors, especially in regard to the export losses, amounting to \$240,000. Altho the loss was reported to have been due to the fact that grain went out of condition while in transit, a number of shareholders are reported to have alleged that it was due to the too full chartering of space without grain in sight to fill it. The manager of the export business chartered, it is said, 2,000,000 bus. of space, and then had to buy grain to fill in May and June, when prices were around the dollar mark. Much of this grain was not sold, and when it arrived on the other side, had to go into storage, and was held against a falling market. Some of it, it was said, was on hand for months, and possibly some of it is still unsold. The export end of the company's business is handled by a separate branch of the company. Another subject discussed was the loss on the operation of elevtrs. leased from the government during the past year which was \$65,000, and not \$30,000, as set out in the report. The directors regard \$35,000 of this as an asset by considering that that sum and more would have been used in organizing a line of elevtrs. of their own. At the evening meeting considerable difference of opinion was expressed as to the value of the Manitoba government elevtrs., and the proposition of continuing them was the subject of a prolonged debate. No decision was arrived at, further than to leave the whole matter in the hands of the directors, with power to act. The future policy of the organization was also discussed at considerable length, but no resolution was submitted. The big C. P. R. terminal elevtr. at Fort William, which the company has been operating for the past year is reported as very successful and being well patronized by farmer shippers. A few months ago the company purchased a large cleaning and sacking elevtr. at Fort William, by which it expects to develop a large trade with Ontario. Another new development during the year has been the purchase of a 30,000-bu. elevtr. at New Westminster, B. C. The following directors were elected for the ensuing year: Manitoba, T. A. Crerar, John Kennedy, W. Moffat and R. Mackenzie; Saskatchewan, F. M. Gates, J. Morrison, F. J. Collyer and J. W. Robinson; Alberta, E. J. Fream.

FORT WILLIAM LETTER.

Fort William, Ont.—The negotiations for the leasing of Elevtrs. "A" and "C" of the Can. Pac. Ry. Co. by James Richardson & Son, Ltd., have been concluded and the Richardson company is now in possession. They will operate as the Eastern Terminal Elevtr. Co.

Ft. William, Ont.—I have let the contract and work will be begun at once by S. J. McQueen on an 80,000-bu. storage addition to my elevtr., of cribbed construction covered with galvanized corrugated iron. By building $\frac{3}{4}$ mile of railroad I have re-

cently obtained connection with all three railroads without switching charges and my elvtr. is the only one at Ft. William and Port Arthur on all three lines.—D. W. Elack, pres. Black & Muirhead, Ltd.

Muirhead-Bole' Elvtr. Co. and Bole Grain Co. are successors respectively to the Muirhead Elvtr. Co. and D. L. Bole, operating two "hospital" elvtrs. W. D. Muirhead and D. L. Bole remain as mgrs. at the respective houses. F. H. Bole is interested. Until 2 years ago Mr. Muirhead was a partner of D. W. Black in Black & Muirhead, Ltd.

A 2,000-bu. Morris Grain Drier has been installed in the elvtr. of the Grain Com'sners Elvtr. by the Strong-Scott Mfg. Co. The same company is installing a 1,000-bu. Morris Drier in the elvtr. of the Ft. William Elvtr. Co., the work to be completed Dec. 1, and also a 500-bu. drier of the same make in the Davidson-Smith Elvtr., to be completed Dec. 10. The Barnett McQueen Co. is building these elvtrs.

J. G. White took office Nov. 19 as Chief Weighmaster for all Canada, having resigned his position as head of the scale department of the Gurney Scale Co., with which he has been connected for 20 years, covering all of the Western provinces. On his departure to accept his new position the employees of the company presented Mr. White with an engraved gold watch as a token of their esteem. Mr. White holds a dual position, being also Government Scale Inspector. His new offices are now being fitted up in the new Grain Exchange Bldg.

COLORADO.

La Junta, Colo.—Grain dealers in this vicinity held a meeting here Nov. 12 to discuss grain rates and grades.

Denver, Colo.—J. K. Mullen has fully recovered from his recent serious illness and has returned to his desk and resumed his duties as pres. of the Colorado Mill & Elvtr. Co.

Sterling, Colo.—We are building an elvtr. and warehouse on the Union Pac. Ry. and will install a feed mill. We expect to start business Dec. 1.—F. S. Warren, Logan County Hay & Grain Co.

IDAHO.

American Falls, Ida.—Two new firms, The Tyler Feed Co. and the Farmers Society of Equity, are building warehouses at this point, and the Intermountain Mfg. Co. is building an elvtr.—J. E. Martens, mgr. Quigley Grain & Produce Co., Quigley sta., (American Falls p. o.).

ILLINOIS.

Burtonview, Ill.—Rudolph Werth is now mgr. of the Farmers Elvtr. Co.

Crescent City, Ill.—Harlan & Sterrenburg have installed a 6 h.p. engine.

Decatur, Ill.—Aaron Smick, well known as an elvtr. broker, died Nov. 19.—S.

Taylorville, Ill.—G. T. Findlay has been mgr. for B. F. Jostes & Co. since Oct. 1.—S.

Pekin, Ill.—The recently incorporated Farmers Grain Co. will build a 50,000-bu. elvtr.

Taylor Ridge, Ill.—The new scale house of the Farmers Elvtr. Co. is nearly completed.

Somonauk, Ill.—The Farmers Elvtr. Co. has installed a motor in place of its gasoline engine.

Bondville, Ill.—The recently incorporated M. A. Kirk & Co. succeeds Hitch & Kirk.—M. A. Kirk.

Luther sta. (Sweet Water p. o.), Ill.—A farmers elvtr. company is being organized at this point.

Wayne sta. (Delavan p. o.), Ill.—Farmers are organizing a company to build an elvtr. at this point.

Mt. Carmel, Ill.—We have installed a new engine in our elvtr.—F. J. Dorney, Dorney Storckman & Co.

Auburn, Ill.—The Auburn Roller Mlg. Co. has filed a notice of the extension of duration of the corporation.

Peoria, Ill.—Homer M. Barlow has been admitted to membership in the Board of Trade.—John R. Lofgren, sec'y.

Lotus, Ill.—John Troster has been elected pres. and F. Hougham sec'y of the recently organized Lotus Grain & Coal Co.

Merna, Ill.—The Merna Grain Co. consists of four or five farmers who ship their own grain. They have no elvtr.—S.

Millersville, Ill.—I have purchased the J. C. Terry Elvtr. and will commence operating it at once.—Arthur E. Trainer.

Dickerson sta. (Fisher p. o.), Ill.—The new elvtr. of Walker Boulware & Co. will be put into operation in a few days.

Allen sta. (San Jose p. o.), Ill.—The recently organized Farmers Elvtr. Co. has let contract for an elvtr. at this point, to cost \$7,700.

Stillman Valley, Ill.—The elvtr. of the Neola Elvtr. Co. was recently struck by lightning. The resultant damage was slight.

Stillwell, Ill.—The elvtr. of the Farmers Union Elvtr. Co. is nearing completion and will be ready for business in about two weeks.

Joliet, Ill.—J. C. Beattie has bot the elvtr. of the defunct Truby Elvtr. Co., paying \$5,000. It is said that he will organize a grain company.

Hartsburg, Ill.—Solomon J. Woland, pres. of the Farmers Grain, Coal & Lbr. Co., died Oct. 14, at his home in Lincoln. He was 69 years old.

Grant Park, Ill.—The Farmers Elvtr. Co. incorporated; capital stock \$15,000; incorporators, Geo. M. Bennett, W. A. Carroll and E. B. Gower.

Kankakee, Ill.—The Tucker Grain & Coal Co. has been dissolved. The elvtr. of the company was sold to Risser & Rollins 2 years ago.

Graymont, Ill.—Jos. Eymann, mgr. of the Farmers Elvtr. Co., will travel for a pump company when his contract with the elvtr. company expires in March.

Bushnell, Ill.—J. J. Quinlevan, local mgr. for J. E. Bennett & Co. for the last 5 years, recently resigned and is now wire office mgr. for Geo. W. Cole.

Maroa, Ill.—The elvtr. of L. J. Kaiser has been completed and will be put into operation in a few days. It has a capacity of 50,000 bus. and is iron clad.

Iroquois, Ill.—Dr. F. W. McKee, mgr. for L. T. Hutchins & Co., was married Nov. 5 to Miss Lena Churchill, of Chenoa. They will make their home in Sheldon.

Anchor, Ill.—A. B. Means has not as yet rebuilt his elvtr. which burned July 5th. We have no competition here now.—J. H. Nafziger, mgr. Anchor Farmers Elvtr. Co.

Lane, Ill.—We have put in new dump logs and new sills for our platform wagon scale and have also given the inside of our office a coat of plaster.—Boyce & Edwards.

Alton, Ill.—Richard D. Sparks, son of the pres. of the Sparks Mlg. Co. and himself connected with the plant, was recently married to Miss J. Matthews of St. Louis.

Tremont, Ill.—The elvtrs. here and at Menert, known as the Hayward Elvtrs. recently operated by the F. J. Davis Grain Co., are not now in operation.—H. S. Schmutz.

Colfax, Ill.—E. S. Lyons has succeeded Robt. W. Leetch as mgr. of the Colfax Grain Co. Mr. Lyons was pres. of the company and is succeeded in that office by D. A. Horney.

Neponset, Ill.—We have recently installed a set of Fairbanks 4T type registering beam wagon scales. We have also installed a Hess Moisture Tester.—W. H. Hayes, mgr. Farmers Grain Elvtr. Co.

Colfax, Ill.—Robt. W. Leetch, formerly mgr. of the Colfax Grain Co., has taken a position as traveling solicitor for Edw. H. Farley of Chicago, who has connections with Norris & Co. of that city.—S.

Mechanicsburg, Ill.—O. H. Fullenwider has completed the repairs on his elvtr. and it is again in operation.

Bryce sta. (Milford p. o.), Ill.—The Farmers Grain Co. recently held its annual meeting and elected the following officers: Gottlieb Hurling, pres.; W. F. Luecke, vice-pres., and H. J. Salmon, treas.

Bryce sta. (Milford p. o.), Ill.—E. L. Grobe of Fowler is reported to have failed and it is said that his business is now in the hands of a receiver. Mr. Grobe has been operating an elvtr. at this station.

Cropsey, Ill.—We have installed a 2,250-bu. Richardson Automatic Scale and have made other general improvements. Fred Humphrey, mgr. Hayward Bros., succeeding J. S. Hayward, who died in May, 1913.

Mattoon, Ill.—A Baltimore broom corn company has leased the site of the elvtr. of the Farmers Elvtr. Co., burned Oct. 22, 1912, and is building a large warehouse. The farmers company has not as yet closed up its affairs.—W. D. Jones.

Abingdon, Ill.—The Farmers Elvtr. Co. will build a 10,000-bu. studded elvtr. with an alfalfa feed plant in connection, installing Williamson Alfalfa Machinery thru-out. The Burrell Engineering & Construction Co. has the contract.

Cabery, Ill.—I am building a 40x16x23 ft. addition to my elvtr. This will increase the capacity 15,000 bus. I am putting in a 12-h.p. kerosene burning Fairbanks-Morse Engine and will cover the addition with galvanized corrugated iron.—J. E. Tjardes.

Fulton, Ill.—J. C. Snyder, who has bot grain in a flat house for 45 years, has let contract for changes in the building and will install an elvtr. leg and dump scale. When repairs are completed he will be in shape to handle all grains.—P. M. Snyder, Cartersville, Mont.

Ritchie, Ill.—The Farmers Elvtr. Co. has let contract for a 12,000-bu. iron clad, cribbed elvtr., equipped with a Fairbanks Wagon Scale, General Electric 7 h.p. Motor and a new elvtr. leg with 12x7 in. buckets. Geo. A. Saathoff has the contract and will complete the work about Dec. 1.

Naples, Ill.—We have painted the elvtr. and office and put the driveways in first class condition. We have purchased motors to replace the gasoline engines and will install them as soon as the Public Service Co. can get the power to us.—E. R. Simpson, agt. Smith-Hippen Co.

Manteno, Ill.—We have remodeled the interior of our elvtr. at a cost of \$1,000, having put in Hall Distributors, larger elvtr. belts and buckets and other general repairs. We also expect to give part of our elvtr. a new covering of galvanized corrugated iron.—West Bros. Grain Co.

Manteno, Ill.—The Farmers Elvtr. Co. incorporated; capital stock, \$5,000; incorporators, A. G. Dicus, Geo. H. Farrant and Wm. A. Carroll. The new company has let contract to the Burrell Engineering & Constr. Co. for a 40,000-bu. elvtr. The equipment will include a Fairbanks Engine and Scales.

Decatur, Ill.—The Central Illinois Farmers Elvtr. Managers Ass'n held a meeting at the St. Nicholas Hotel, Nov. 5, and the following officers were elected: F. S. Betz, of Cerro Gordo, pres., and R. H. Jones, of Montecello, sec'y. The tentative grades of corn and the new utility law were the subjects discussed.

Piper City, Ill.—James Walsh has let contract to Geo. A. Saathoff for a 20,000-bu. iron clad, cribbed, addition to his elvtr. It will be 20x20 ft. and 46 ft. to the plate and will contain 5 hopper bottomed bins. An elvtr. leg with 7x12 in. buckets, and a 2,500-bu. Richardson Automatic Scale will be installed. The house will be completed Dec. 15.

Manteno, Ill.—Leon Euzeire has the distinction of having been in the grain business for 49 years. Mr. Euzeire has just celebrated his 50th wedding anniversary and altho having passed his 73rd mile-stone in life he appears regularly at his place of business. Mr. Euzeire owns one of the oldest memberships on the Chicago Board of Trade.—S.

Cabery, Ill.—On Oct. 1 Jas. Porch and Carl T. Porch of Chebanse, doing business as Porch & Porch, succeeded Porch & Adams. Jas. Porch has been in the grain business here for 26 yrs. Mr. Adams retired from the firm and Carl T. Porch took his interest. J. T. Schumacher remains in charge of the firm's banking and grain business.—S.

Kankakee, Ill.—Risser & Rollins have the distinction of owning two box cars bearing their own name. This firm has an elvtr. on the I. C. at Tucker and one at Bradley which has access to the C. I. & S., Big Four and I. C. When cars are not obtainable from the I. C. at Tucker, the firm has the I. C. use the two privately owned cars to haul corn from Tucker to Bradley, a round trip being made every second day. The grain receives the benefit of a milling in transit rate and as cars are plentiful at Bradley, the station at Tucker is always ready to take in grain.—S.

Receipts of grain at Peoria during October included 114,100 bus. of wheat, 1,003,859 of corn, 859,475 of oats, 299,400 of barley and 52,800 bus. of rye; compared with 121,000 bus. of wheat, 1,155,729 of corn, 832,332 of oats, 477,600 of barley and 75,600 bus. of rye received during October, 1912. Shipments for the month include 136,030 bus. of wheat, 332,400 of corn, 881,000 of oats, 108,865 of barley and 24,400 bus. of rye; compared with 68,142 bus. of wheat, 652,667 of corn, 1,285,147 of oats, 160,252 of barley and 50,320 bus. of rye shipped in October, 1912.—John R. Lofgren, sec'y Board of Trade.

CHICAGO NOTES.

Ralph McDermid is now sec'y of E. M. Samuels & Co.

Frank Sissler, formerly with the Western Union, is now with the Armour Grain Co.

Russell MacDonald, a grain and hay dealer of this city, died Nov. 20 at the Ravenswood Hospital.

Jack Harmes, formerly with King Far-num & Co., is now representing Lamson Bros. & Co. in the wheat pit.

The directors of the Board of Trade have taken the application of Mark Bates, for re-admission to the exchange, under advisement.

The suit of Orthwein-Matchette Company vs. Finley Barrell & Co. for readjustment of over-head charges was decided in favor of the plaintiff.

Wm. S. Warren of Hubbard, Warren & Chandler, who has been seriously ill, is reported to be gaining and on the road to recovery. He is now at Eureka Springs.

The directors of the Board of Trade, on Nov. 18, reconsidered their decision to amend the regulations governing the employment of solicitors and the old rules will stand.

The foundation slab for the storage addition to the Pennsylvania elvtr. being erected by Witherspoon-Englar Co. for the Hamilton Storage Co. has been laid; and work on the bin walls is now being pushed.

Another cargo of wheat from Duluth was received Nov. 18 and missed grade, grading No. 1 Nor. at Duluth and inspecting here as No. 2 mixed spring. About a third of the cargo graded No. 1 hard spring, however.

The 135-ft. smokestack of the C. R. I. & P. Elvtr. "B" was torn down, Nov. 23. The elvtr. was recently condemned and wrecked and the smokestack was all that was left to mark the site of the former big house.

On account of the favorable weather, work on the Michigan Central Elvtr. at Kensington, Ill., is progressing very rapidly; and the concrete walls are now 15 ft. high. Witherspoon-Englar Co. is doing the work.

When Capt. Williams of the steamer "Albert Marshall" was swept off the deck of the boat by a grain spout while the boat was loading corn at a South Chicago elvtr., Inspector Geo. J. Cassidy of the state inspection dept. jumped into the river and rescued him.

The steamer Parks Foster of Duluth arrived Nov. 4 with a cargo of 130,000 bus. of wheat which graded at No. 1 Northern at that port, but the grain was graded No. 3 mixed spring by the appeals com'te of the state inspection bureau.

The annual dinner and election of the Grain Receivers Ass'n was held Nov. 11 at the Planters Hotel. The new officers are Gardner B. Van Ness, pres.; Harry H. Newell, vice-pres., and Lowell Hoit, L. F. Gates, Geo. A. Wegener, Adolph Kempner and E. A. Doern.

Directors of the Board of Trade on Nov. 11 voted to permit the open board of trade to post its quotations, the open board agreeing not to permit the distribution of the quotations illegally. For the last two years the open board has not been allowed to post these quotations.

The commission for selling kafir corn, milo maize and speltz at Chicago will be 1c per bu. if the proposed amendment to the rules receives the approval of the members. The directors recently ordered that an amendment to this effect be posted for vote by the members.

CHICAGO CALLERS: Paul M. Whitman, Chief Engineer of the Port of Seattle, Seattle, Wash.; Geo. W. Cole, Bushnell, Ill.; A. F. Hughes, Sherman, Ill.; G. F. Kersten, Plainfield, Ill.; M. H. Starr, scale inspection dept., Topeka, Kan.; Jas. H. Sherman, sec'y Board of Trade, Wichita, Kan.

Edw. H. Farley, with offices in the Board of Trade, is making quite an effort for country business thru his new traveling representative, Robt. W. Leetch, who is handing out rulers to the trade. Mr. Farley is associated with Norris & Co. and all trades are handled thru them. Mr. Leetch was formerly manager of the Colfax Grain Co., Colfax, Ill.

A meeting of the Transportation Com'te of the Board of Trade was held, Nov. 21, to consider the proposed advance of 5% in rates from the Mississippi River eastward that the railroads are trying to put in. The com'te regarded the subject as too momentous, and referred it to the Board of Trade directors. A number of commercial organizations have favored the advance, while others oppose it.

In connection with the new rule issued by the Railroad and Warehouse Commission requiring that, effective Nov. 27, spring wheat shall be graded with a dockage allowance, the State Grain Inspection Dept. has accepted the recommendation of the Board of Trade Grain Com'te that wheat containing 1/2 lb. of weed seeds or dirt to the bu. or less shall be considered as commercially clean and not subject to dockage. The public elvtrs. at Chicago will be required to keep all grain inspected on and after Nov. 26, which will be graded subject to dockage, separate from grain inspected prior to that date and not subject to dockage. Receipts for grain graded subject to dockage will be for net bus. only and when the grain is inspected out of store, dockage shall be placed upon it by the same method as was used in the original inspection.

The following have applied for membership in the Board of Trade: Frank E. Morrison, A. W. Klappenback, Philip A. Copenhaver, Harry L. Winters, Bernard M. Lewis, Parker H. Paine, Vernon C. Gray, Ed. G. Loomis, Geo. W. Dixon, Geo. V. Price, Eugene H. Broukart and Wm. J. Underwood. Members admitted are Wirt Reid, Alanson R. Ticknor, Robt. M. Labarthe, Otto Keusch, C. B. Barbee, C. A. Rasche, C. A. Nash and A. H. Smith. The memberships of Chas. B. Eggleston, Maurice M. Sternberger, Lewis B. Wilson, Sylvanus B. Cochran, James E. Cairns, Sidney L. Underwood, Edward C. Miller, Mark Morton, Frank W. Aldrich, Jesse Wasserman, Herman Stolze, Arthur Dixon, Lorin W. Weston, and the estates of Chester S. Blackman and Sherman Saunders have been posted for transfer. Memberships are quoted at \$2,850 net to buyer. The price reached \$2,875 during the week.

Market for hay shows very little change in the last two weeks. Receipts of timothy light. Hay that is sound, especially hay that has color, is in good demand, at firm quotations. We look for the receipts of timothy to be moderate for the next few weeks, and shippers who can should take advantage of our present market, and get some hay in here. When husking is over look for heavier receipts, which should mean lower prices again. Prairie market is quiet, except for No. 1 to choice grades. Straw market is firm, offerings light.—W. R. Mumford & Co.

INDIANA.

Attica, Ind.—Nixon & Van Deventer have let contract for repairs to W. S. Moore.

Trafalgar, Ind.—We have succeeded Parkhurst & Deer.—A. T. Parkhurst, Parkhurst & Stockton.

Tipton, Ind.—E. W. Phares, who bot grain on track here, has retired and will spend the winter in Florida.

Burney, Ind.—Claude Thompson caught his hand in the machinery at the elvtr., Oct. 30, and was painfully injured.

Laketon, Ind.—The Farmers Elvtr. Co.'s elvtr. has just been completed by the Burrell Engineering & Construction Co.

Anderson, Ind.—The Farmers Elvtr. Co. has been organized at this station. C. E. Barracks is prominent in the movement.

Otterbein, Ind.—T. E. Hartley, recently mgr. for W. W. Evans & Son, is now mgr. for the Otterbein Grain Co.—A. E. Hartley, Fowler.

Baldwin, Ind.—C. W. Miller, for the past 2 years with the Baldwin Grain Produce Supply Co., has resigned and is at his home in Payne, O.

Monterey, Ind.—J. B. Blue and M. E. Bond of Winamac have bot the elvtr. of Jacob Engel, who has operated it for the last 12 years.

Laketon, Ind.—I will be mgr. of the Farmers Elvtr. Co. when operations are begun. Expect to go to work about Dec. 1.—Ira A. Kidwell, Spencer, O.

La Crosse, Ind.—S. D. Bailey & Co. of Wanatah are installing a new U. S. Cleaner and Sheller. The Burrell Engineering & Construction Co. is doing the work.

Garfield sta. (Darlington p. o.), Ind.—Bernard Price of Crawfordsville will build a 10,000-bu. elvtr. at this station. The building will be of frame construction covered with corrugated iron.

North Hayden sta. (Lowell p. o.), Ind.—The Gleaners & Farmers Elvtr. Co. has completed a 17,000-bu. elvtr., equipped with a Fairbanks-Morse Oil Engine, manlift, cleaner, etc. A. B. Phillips is mgr.

Beech Grove, Ind.—Chas. Strawbuck, who was recently caught in the machinery at the elvtr. of the Cleveland Grain Co., died Nov. 8, at the hospital in Indianapolis, from the effects of his injuries. His left leg was torn off at the hip before he was released.

Montpelier, Ind.—Wesley Gilham and James Penrose were arrested at Hartford City recently, charged with robbing the elvtr. of Arnold & Nelson at this point. Gilham is said to have confessed that they stole 3 bags of clover seed from the elvtr. Oct. 16 and sold them for \$42.70.

Fowler, Ind.—Am back in the harness again, a full fledged grain man, having taken the management of a private wire and brokerage commission office. It seems a pleasure to be again dealing with the old boys with whom I formerly did business.—A. E. Hartley, mgr. G. H. Prillaman & Co.

INDIANAPOLIS LETTER.

"Rats!" That is a subject that is agitating corn growers in Indiana at present and there is no doubt but what the State itself will soon take a hand in the situation. Governor Ralston has been appealed to by wire to institute a war of extermination that rats may be prevented from carrying off the corn crop especially in southern Indiana.—C. L.

The Indianapolis Board of Trade has ordered printed a large quantity of cards bearing the words "New Corn—Do Not Delay," which will be furnished to grain inspectors to tack on the car after making an inspection in order to expedite the movement of new corn.—C. L.

Indiana dealers in wheat believe that there is likely to be a rapid decline in receipts in the Northwest soon after the season for decreasing stocks begins. They think that the Northwest has but little winter wheat in the Southwest this year on account of the premiums current for the hard winter, thus forcing the trade to consume spring wheat very heavily.—C. L.

The transportation Club of Indianapolis, to which practically every grain dealer in the city belongs, held its regular meeting at the Board of Trade last night. W. L. Sparks, of the Sparks Milling Co., Terre Haute, ex-pres. of the Indiana Millers' Assn., was one of the principal speakers and discussed shipping conditions of peculiar interest to grain men.—C. L.

Corn prices at the hay market have been advanced, old corn to 80 to 85c a bu. and new corn 68 to 70c. Recent prices were 77 to 80c for old and 58 to 65c for new. Scarcity of receipts during the past few days brot about the advance. Farmers are busy husking corn but the advanced prices are bringing an increase in receipts. Receipts of hay, straw and oats light but prices remain the same.—C. L.

Bert A. Boyd, the well known Indianapolis grain dealer and popular pres. of the Indianapolis Board of Trade, celebrated a birthday anniversary the other day and was the recipient of two handsome bouquets of yellow chrysanthemums, one of which bore a card "May You Live 57 Years More." Now, that would be all O. K., were it not for the fact that Bert is not fifty-seven. Get him to tell his age, if you can—I can't.—C. L.

IOWA.

Liberty Center, Ia.—Albert Tharmond will build an elvtr. at this point.

Stanhope, Ia.—New corn cribs are being built by the Farmers Elvtr. Co.

West Side, Ia.—The new elvtr. of C. W. Payne was put into operation, Nov. 14.

Marshalltown, Ia.—The Western Grain Dealers Ass'n is holding a local meeting here today.

Schleswig, Ia.—The Farmers Grain Co. incorporated to build an elvtr.; capital stock \$7,000.

Oskaloosa, Ia.—The Western Grain Dealers Ass'n will hold a meeting at the Lacey Hotel Nov. 26.

Sherwood, Ia.—The elvtr. at this station has been leased by L. J. Mighell, whose son Halbert will be mgr.

Ladora, Ia.—The Ladora Lbr. & Grain Co. has just completed remodeling its elvtr. The Newell Const. Co. has the contract.

Mingo, Ia.—I am now agt. for the S. E. Squires Grain Co. and am in charge of the new elvtr. at this station.—C. M. Nutter.

Humeston, Ia.—John Kennel of Fremont is reported to be considering the erection of an elvtr. on the C., B. & Q. at this station.

Missouri Valley, Ia.—The Riverview Farmers Club is interested in the formation of an elvtr. company to build an elvtr. here.

Readlyn, Ia.—A 90-ft. corn. crib has just been completed by J. F. Twamley Son & Co. Other improvements have also been made.

Sawyer, Ia.—F. N. Pitkin, pres. of the Farmers Co-operative Ass'n has been ill all summer and is still under the care of physicians.

Renwick, Ia.—We are building an 18,000-bu. elvtr. The Claus Constr. Co. has the contract.—V. Linchtröm, mgr. Farmers Exchange Co.

Council Bluffs, Ia.—The Yonkerman Seed Co. has purchased a Hall Signaling Grain Distributor.

Otho, Ia.—Mgr. L. A. Hedeon of the Farmers Elvtr. Co. is reported to have inherited \$67,000 from an uncle who died recently in Minnesota.

Perry, Ia.—The Neola Elvtr. Co. has moved its office and lumber yards across the street and now have a much larger office with a private office for Mgr. Orris.

Potter sta. (Tama p. o.), Ia.—O. P. Beale & Co. are installing a 4 h.p. engine, Constant Overhead Dump and new elevator leg and drives. The Newell Const. Co. has the contract.

Charles City, Ia.—Theo. Schilling has resigned as mgr. for the Farmers Exchange Co. after 6 years of service. Mr. Schilling will engage in the grain business on his own account.

Millers Crossing (Urbana p. o.), Ia.—The Farmers Grain Co. of Urbana will build an 8,000-bu. elvtr. and install 5 h.p. General Electric motor. The Newell Const. Co. has the contract.

Monteith, Ia.—W. L. Reed has completed a 10,000-bu. cribbed elvtr. equipped with a 6 h.p. Fairbanks Gas Engine, one leg and a Constant Manlift. The Newell Const. Co. had the contract.

Peterson, Ia.—The property which Roy Whitney recently purchased from the Western Elvtr. Co. includes the elvtr. and warehouse near the scale office and the old elvtr. and warehouse near the lumber yard.

Urbana, Ia.—The Farmers Grain Co. has let contract to the Newell Const. Co. for a 12,000-bu. cribbed elvtr. The machinery equipment will include a 7½ h.p. General Electric Motor, Fairbanks Automatic Scale, dump scale and one leg.

Robinson, Ia.—The Robinson Lbr. & Grain Co. just completed its 12,000-bu. elvtr., equipped with 6 h.p. Fairbanks engine, Fairbanks Automatic Weigher, Constant Manlift and one leg. The Newell Const. Co. had the contract.

Danube, Ia.—The Farmers Elvtr. Co. is building an ear corn crib, and will install an elvtr. leg and power sheller. The crib will be 24x24 ft. and 28 ft. to the plate. It will have an alley thru the lower part for the sheller and conveyors.

Pomeroy, Ia.—The Pomeroy Co-operative Exchange is remodeling both its elvtrs., changing their drives and installing 2 7½ h.p. General Electric motors, Fairbanks Automatic Scales and new legs. The Newell Const. Co. has the contract.

Brandon, Ia.—The Brandon Co-operative Exchange is completing its 12,000-bu. cribbed elvtr. The equipment includes a 6 h. p. Fairbanks engine, dump scale, Fairbanks Automatic Scale and one leg. The Newell Const. Co. has the contract.

Tama, Ia.—The Farmers Elvtr. Co. has just completed a new 40,000-bu. cribbed elvtr. The equipment includes a Barnard & Leas Cleaner and Sheller, Constant Manlift, two stands of legs. The Newell Const. Co. had the contract.

Bayard, Ia.—The Farmers Elvtr. Co. incorporated; capital stock, \$10,000; officers, J. W. Cornish, pres.; Chas. Manville, vice-pres.; Hugh Carothers, sec'y and A. H. Fell, treas.; incorporators include officers, J. A. Pangborn, M. Cook, J. W. McCool and others.

Yale, Ia.—The Farmers Elvtr. Co. has enlarged the elvtr. leg and installed a larger belt with 7x14 cups instead of 6x12 as before. The company is also building a 10,000-bu. corn crib annex of tile crib blocks with a tile roof.—J. B. Hayes, mgr. S. Hanson Lbr. Co.

Cedar Rapids, Ia.—The Douglas Co. has been incorporated under the laws of Delaware to succeed Douglas & Co. and will build a 3-story fireproof addition to its corn mill. The new building will be 78x115 ft. Officers of the company are Geo. B. Douglas, pres.; J. B. Reichman, vice-pres. and mgr.; A. W. H. Lenders, supt.; C. W. Bloomhall, ass't treas., and A. M. Douglas, ass't sec'y.

Akron, Ia.—The foundations of the new elvtr. of the Hunting Elvtr. Co. have been completed and work on the superstructure will be rushed. The new house will be 27x33 ft., 42 ft. to the eaves and 60 ft. to the top of the cupola. The elvtr. will replace the one burned Sept. 6.

Davenport, Ia.—The glucose plant of the Corn Products Refining Co. was closed Nov. 11, for an indefinite period. It has been in operation since Sept. 15, when it was opened after a number of months of idleness. A surplus of glucose on the market is given as the reason for the shut down.

Burlington, Ia.—The Trans-Mississippi Grain Co. has spent nearly \$50,000 in repairs on the B. & M. Elvtr. which it is operating under lease. A sprinkling plant with 2,000 fountains is being installed as a fire precaution and new cleaners, separators and an oats purifier have been placed in operation.

Ortonville sta. (Waukee p. o.), Ia.—Wright & McWhinney are making repairs on their elvtr. which formerly belonged to the Neola Elvtr. Co. but was operated by Jesse Copeland, under lease for the past 2 years. The repairs will cost about \$500 and will include new bin bottoms, loading spout, distributor and new approaches.—Paul L. Batton, agt.

Ackley, Ia.—G. E. Conaway has bot a ½ interest in the new elvtr. of D. J. Peters of Cleves, at this point, and we will operate as Conaway & Peters with Mr. Conaway as mgr. Mr. Peters will retain his elvtr. at Cleves and will operate it as in the past. The Younglove Constr. Co. had the contract for our elvtr., which was completed on the 15th.—Conaway & Peters.

Prairie City, Ia.—Our elvtr., built last year, has been a continued source of trouble to us and we have decided to remodel it from top to bottom. We are putting in a new corn dump, new cob spout to burner, new spout to dust room, taking out rope drive, moving 10 h.p. motor to cupola and 30 h.p. motor out of basement to work floor, and building a 10,000-bu. cribbed addition.—Prairie City Grain & Stock Co.

Morley, Ia.—Miller & Peep are building a 25,000-bu. cribbed elvtr. and will install a Sidney Sheller and Cleaner, 35 h.p. oil engine and 8 h.p. Fairbanks Engine, scientific Ball Bearing Attrition Mill, Smith Manlift, one main stand of legs and two auxiliary legs in connection with feed mill, wagon scale and National Automatic Scale. The transmission will be equipped with roller and ring oiling bearing. The Orr Bros. Const. Co. has the contract and work is expected to be completed Jan. 1.

Ft. Dodge, Ia.—A dust explosion in the plant of the Quaker Oats Co. at noon, Nov. 6, injured two men, one of them seriously, and wrecked the third story of the building, causing a loss of several thousand dollars. A piece of steel lodged in a quantity of oats as they passed thru the hulling machine and the resultant friction ignited the dust and caused the explosion. Repairs will be made at once. The company suffered the complete destruction of its plant at Cedar Rapids a few years ago, from the same cause, the loss at that time amounting to \$300,000. The company at this point is installing a 450-bu. per hour corn drier, costing \$12,000.

Stonega sta. (Webster City, p. o.), Ia.—An explosion of gas in an unused tank of the Home Elvtr. Co., Nov. 9, set fire to the elvtr. A large new tank had been set outside the elvtr. and mgr., W. F. Maywald, of this city, that all the gasoline had been drawn out of the little tank. Some lighted waste had been placed on the top of the engine to warm the surface and in some way this caused an explosion of the gas in the old tank. Seven gallons of gasoline were in the elvtr. and only for the quick action of Mr. Maywald the whole building would have burned. The fire soon was extinguished by smothering it with cats and no serious damage was done, altho Mr. Maywald's face, hands and clothes were quite badly burned.

KANSAS.

Olpe, Kan.—The Olpe Elvtr. Co. is overhauling its elvtr.

Eudora, Kan.—Chas. Pilla is scoop shoveling here.—A. R. Anderson.

Sylvia, Kan.—The Sylvia Mlg. Co. will build 2, 30,000-bu. cement tanks.

Concordia, Kan.—The Concordia Mlg. Co. has installed an automatic scale.

Walton, Kan.—C. O. Spangler has succeeded C. I. Wills as mgr. for the Farmers Grain Co.—M.

Niles, Kan.—Daniel Murphy has built a warehouse to be used for handling flour and feed.—M.

Halford, Kan.—I am now operating the elvtr. formerly operated by J. E. Hobbs.—R. L. Howard.

Gorham, Kan.—J. H. Burney has succeeded Wm. Schrenkler as mgr. for the Russell Mill & Elvtr. Co.

Crisfield, Kan.—I succeeded Bren & Vance and bot the elvtr. of the Aetna Mill & Elvtr. Co.—A. S. Vance.

Palmer, Kan.—We have bot the elvtr. of Bert Harnett and will operate as Nye & Chandler.—Nye & Chandler.

Carlton, Kans.—W. T. Hacker contemplates building an up-to-date cement elevator in the spring at this place.

Turon, Kan.—The elvtr. of the Pacific Elvtr. Co. has been remodeled.—H. W. Hutchison, mgr.—Farmers Elvtr. Co.

Elsmore, Kan.—W. D. Cox has again taken charge of his elvtr. that has been operated under lease by J. M. Samuels.—M.

Gypsum City, Kan.—The Gypsum Valley Grain Co. has recently completed a large addition to one of its grain warehouses.—M.

Randall, Kan.—J. S. Hart has discontinued the use of a gasoline engine for power and has installed electric motors.—M.

Hutchinson, Kan.—The Liberal Elvtr. Co. has moved its office from the Hoke Bldg. to rooms in the Rorabaugh Wiley Bldg.

Caldwell, Kan.—J. R. Jenista, T. J. Williams, Andrew Moore and others are interested in the formation of an elvtr. company.

Topeka, Kan.—Chief State Grain Inspector Geo. B. Ross has been admitted to membership in the Chief Grain Inspectors National Ass'n.

Florence, Kan.—The old Parker Elvtr. recently purchased by Aves & Son, burned recently. The building was being torn down by the new owners.

Manchester, Kan.—The Manchester Mill & Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, W. E. McAndrew, E. E. Wilson, E. A. Morehouse and others.

Hillsboro, Kan.—John Friesen, who has been operating the plant of the Klaassen Mlg. Co., has closed the mill and will deal only in grain and flour from outside mills.

Ft. Scott, Kan.—The Mead Grain Co. will have its new 10,000-bu. elvtr. ready by Dec. 1. It will be operated by electric power and is modern in every respect.—M.

Macksville, Kan.—R. C. Davidson, of Las Animas, Colo., who bot the R. L. Hearn Elvtr. recently, has taken possession and is now operating under the name of the Davidson Grain Co.—M.

Turon, Kan.—The office of the Turon Mlg. Co. was badly damaged by fire, Nov. 1. Everything inside was destroyed and new furniture will be required.—H. W. Hutchison, mgr. Farmers Elvtr. Co.

Ottawa, Kan.—The New Process Mill Co. has been incorporated; capital stock, \$50,000. The company writes: We expect to get our 250-bbl. mill into operation about Nov. 24. We have 40,000 bus. grain storage capacity.

Conway Springs, Kan.—The recent report that the H. L. Strong Grain Co. has bot the local elvtr. here was incorrect. B. Strong writes: No change in elvtr. here. Still owned by myself. Have been owner for last 10 years.

Topeka, Kan.—H. L. Smith, scale engineer for the Kansas Grain Dealers Ass'n and the Western Weighing Ass'n, died here Nov. 17 of malarial fever and heart trouble, aged 28 yrs. He was buried last week at his home in Terre Haute, Ind. He had been with the dept. nine months inspecting and repairing scales for the grain elvtr. men of the state.

Topeka, Kan.—The following proclamation has been issued by Governor Hodges: "I do hereby designate and appoint the last two weeks of November and the first two weeks of December as 'Chinch Bug Burning' weeks, and call upon every farmer, every land owner, every tenant, every road overseer and every local organization to co-operate in the burning of bunch grass and bluestem along roadsides and ravines and waste places, according to the plan worked out by our state experts."

Lawrence, Kan.—The recently completed elvtr. of the Bowersock Mill & Power Co. consists of 9 reinforced concrete tanks arranged in 2 rows. The tanks are 110 ft. high and have a capacity of 240,000 bus. The center tank is omitted from the row fronting on the Santa Fe R. R., and the space is filled with the elvtr. shaft, and two compartments, 20 ft. above the ground, subdivided into 8 small bins. The head house extends 12 ft. above the tanks. The equipment includes 2 steel elvtr. legs, a large separator, screw conveyors, car puller, power shovel, metal spouting, etc. The tanks rest on a reinforced concrete blanket footing, 2 ft. thick, with a conveyor tunnel running the length of the tanks and extending at right angles to the receiving pit at the railroad track, beneath it. The Finton Constr. Co. had the contract for the work and all machinery was furnished by the Wolf Co.

Atchison, Kan.—The semi-annual meeting of the Kansas Grain Dealers Ass'n was held in this city Nov. 18, about 35 members from the northeast section of the state being present. One of the principal subjects brought up for discussion was the tentative grades on corn as recommended by the Agriculture Dept. Sec'y E. J. Smiley reports that it was the consensus of opinion of those in attendance that any attempt on the part of the Agriculture Dept. to debase the commercial grade of No. 3 was ill-advised. The principal reason assigned by the different members in their discussion was that it would prevent the sale for future delivery of No. 3, or better corn. It was the belief of those taking part in the discussion that ordinarily the moisture of No. 3 corn would be at least 19% during December, January and February. The 1911 session laws of the state providing for fire escapes on elvtrs. of 3 stories or less was also discussed. It was a question with those present whether such a law could be enforced and the sec'y was requested to consult counsel in the matter with the view of making a contest case.—E. P. A.

WICHITA LETTER.

Miss Pearl Benson has resigned her position with the Geoffroy Grain Co.

Grain Inspector Wasser is being congratulated upon the arrival of twin grandsons.

The office of Norris & Co. in this city has been closed and I. H. Blood, mgr., has returned to Kansas City.

A Richardson Automatic Scale has been installed on the trading floor of the Board of Trade by the scale company.

W. R. Watson, formerly operating as the Watson Mill Co., has opened an office in this city and will make a specialty of handling mill accounts for wheat.

Roy Waltermire, supervisor of weights for the Board of Trade, was married Nov. 8 to Miss Marie L. Below of Rodley, Colo. Waltermire sent up refreshments to the boys on 'Change.

This state has the largest acreage sown to wheat in its history. According to the government reports the October precipitation was approximately 16½ ins. here, so we must have ample moisture in the subsoil to nourish the crop.—Jas. H. Sherman, sec'y Board of Trade.

H. L. Strong of Conway Springs has succeeded F. J. Kramer as mgr. of the B. Strong Grain & Coal Co., Mr. Kramer having resigned to manage the feed dept. of Wallingford Bros.

Pres. Chas. A. Baldwin of the Board of Trade is receiving congratulations from his many associates on the exchange because little Miss Margaret Baldwin, his 10 months old daughter, was first prize winner in the "Better Babies" contest held last month in connection with the Wichita Fair and Exposition.

The report that the plant of the Imboden Mlg. Co. has been shut down is untrue. The plant is in operation at present and the company writes: The report that the Pond Creek Mill & Elvtr. Co., of Pond Creek, Okla., is going to buy our plant, is only a report. They looked over our property and we submitted a proposition, but this is as far as negotiations have gone.

The Red Star Mill & Elvtr. Co. has let contract to Otto J. Lerack for improvements and repairs in the 2 plants of the company. A 6,000-bu. tempering bin is now under construction for Mill A—the old Red Star Mill. It will be water and fire proof and all spouting and grain conveying apparatus will be of galvanized iron. The outside of the bin will be of white enamel. A sprinkling plant will be installed and a gangway and tunnel will be built to connect the parts of the plant.

Wichita millers and grain dealers are making an honest effort to harmonize the interests of the different sections of the local trade, and in the hope of promoting the interests of the market are organizing an Information Bureau. It is expected that all grain will be bot strictly on a commission basis, the local dealers serving as brokers or buyers for the millers, on a brokerage of 1c a bu. It is expected that thru the simplification of the methods of handling the wheat, the market will be made more attractive to shippers.

The following correction was made in the rule governing the reporting of cash sales on the Board of Trade in order to secure a uniform basis and at the same time a prompt report of the sale: Effective Nov. 4, 1913, all sales of grain, samples of which are, or have been exhibited in the trading room, shall be immediately recorded on the daily sales record, provided sales are made on basis of Wichita inspection. Also, prices recorded must show whether basis Kansas City, Group One (Texas), Export or F. O. B. point of origin. Record of sales of shipments originating outside of Call territory sold basis Kansas City must show Texas differential in cents per bu. Any member, or representative of a member, violating this rule, shall, upon conviction thereof, be subject to a fine of \$10 to \$25, at the discretion of the board of directors, for the first offense, and 30 days suspension for each subsequent offense.—Jas. H. Sherman, sec'y.

KENTUCKY.

Henderson, Ky.—C. W. Rice and Will Park have bot the plant of the Henderson Feed & Commission Co.

Sturgis, Ky.—We will build a corn elvtr. before the next crop.—R. F. Bishop, mgr. Sturgis Mlg. Co.

Louisville, Ky.—M. L. Satterwhite, chief grain inspector of the Board of Trade for the last 30 years, died Nov. 8, after an illness of 18 months.

Cecilian, Ky.—Henry Cooper and Frank Wiseman have bot a half interest in the Cecilian Flour Mills and plan to build a large elvtr. and make other improvements in the plant.

Louisville, Ky.—Elvtr. and mill owners are interested in the proposed Workmen's compensation bill which will come up at the next meeting of the state legislature in January.

Henderson, Ky.—The case of the Henderson Elvtr. Co. against the No. Georgia Mlg. Co. of Dalton, Ga., which has been in the courts for the last 10 years has at last been settled, with the payment of \$400

to the grain company. The company originally asked for \$1,200 damages. The grain firm shipped \$20,000 worth of grain to the mill company which rejected a large part of it on the ground that it was defective. The elvtr. company sold the rejected grain and sued the milling company for the difference between the price received and the mill contract.

LOUISIANA.

Lake Charles, La.—We put our plant into operation on the 15th.—Lake Charles Grain Co., Ltd.

New Orleans, La.—J. T. Gibbons will receive the first consignment of Argentine corn to reach this city. The shipment will amount to 170,000 bus. and will arrive early next month. It is to be equally divided between this port and Galveston, Tex. C. B. Fox will receive a consignment the last of December.

New Orleans, La.—The New Orleans Terminal Co. has let contract for the dredging of the Chalmette Slip and expects to have the work finished by the first of the year. The work will cost \$50,000 and will give the Sou. Ry. and the Frisco system better opportunities for import and export trade. The latter company is said to contemplate the erection of an elvtr. of 500,000 bus. capacity.

MARYLAND.

Cumberland, Md.—Max Culler has severed his connections with the Cumberland Cereal Co

Elkton, Md.—Wm. Sterling Evans and Stanley Evans have formed a partnership and will operate as Evans Bros., succeeding Wm. Sterling Evans. The new company will deal in grain, hay, flour, etc.

BALTIMORE LETTER.

The directors of the Chamber of Commerce have fixed the annual dues for the coming year at \$30.

The record carload of oats received at this market, arrived recently and consisted of 2,677 bus. The shipment was later transferred to two cars of 1,495 and 1,182 bus. each.

The first shipment of new western corn to reach this market arrived Nov. 7 from Ohio, grading "steamer yellow, with 17.8% moisture." It was consigned to Knight & Co. and was in good condition for new corn. The first new western corn to arrive last year was received Oct. 31 from Indiana.

Stude, Purnell & Co., Inc., incorporated to deal in export grain; capital stock \$40,000; incorporators and officers, Wm. H. Stude, pres.; Otto H. Stude, vice-pres.; L. B. Purnell, secy-treas. and W. Stuart Symington, Jr. The new firm has offices in the Chamber of Commerce bldg. Mr. Purnell has applied for membership in the Chamber of Commerce.

MICHIGAN.

Charlotte, Mich.—The elvtr. of A. J. Thompson has been opened.

Thomas, Mich.—Bert Cowan has built a new smokestack at his elvtr.

Amble, Mich.—We have purchased the grain and bean elvtr. of C. H. Wells & Co. here.—Chapple & Skeoch, Coral.

Snover, Mich.—Two elvtrs. have just been completed on the D. B. C. & W. R. R. by the Snover Grain Co. and the Mellen & Simmons Elvtr. Co.

Adrian, Mich.—The David Stott Flour Mills, Inc., have taken over the elvtr. and office here and will also operate the David Stott mill and storage plant in Detroit.

Detroit, Mich.—The Caughey-Swift Co. incorporated; incorporators F. T. Caughey, T. W. Swift, C. M. Carran, J. A. Jossman and W. R. Jossman. Mr. Caughey is pres., Mr. Swift vice-pres., D. M. Cash sec'y and W. R. Jossman treas. The company was formed by the consolidation of Caughey & Carran and McLane, Swift & Co.

La Peer, Mich.—The Turnbull Elvtr. Co. recently won a suit against the Mich. Cent. Ry. Co. for the loss of a carload of beans, shipped over the M. C. to Detroit by the elvtr. company, that never reached the consignee.

Perry, Mich.—Fifty of the young lady pickers in the bean room of Hiram Starks & Co. tendered Mrs. Starks a banquet Nov. 15 in the work room, utilizing the picking boxes and machines as tables. A general good time is reported, altho no men were allowed at the feast.

MINNESOTA.

Lake Park, Minn.—I am now mgr. of the Zenith Milling Co.—J. A. Almquist.

Tracy, Minn.—The Columbia Malting Co. is out of business here.—Rialson & Son.

New Ulm, Minn.—The addition to the New Ulm Roller Mills has been completed.

Seaforth, Minn.—I am now agt. for the Farmers Grain & Fuel Co.—Geo. A. Stegner.

Simpson, Minn.—H. H. Whitney is now agt. for the L. D. Harris Co.—Cargill Elvtr. Co.

Romney sta. (Kent p. o.), Minn.—I am now agt. for the Imperial Elvtr. Co.—Edward Greinier.

Madelia, Minn.—The C. S. Christensen Co. will move one of its tanks at this point to Crystal Lake.

Bird Island, Minn.—The Farmers Elvtr. Co. is building a large corn crib addition to its plant.

Redwood Falls, Minn.—H. Jackson is now mgr. for the Western Elvtr. Co.—J. F. Knudson, mgr. Bingham Bros.

Stewart, Minn.—Emil Leistico is now mgr. for the Monarch Elvtr. Co.—H. A. Marquardt, agt. Empire Elvtr. Co.

Spring Valley, Minn.—Ed. Blanchard is now agt. of the Cargill Elvtr. Co.—La Crosse Grain Co.

Winnebago, Minn.—I was formerly agt. for Byrnes Bros. and am now operating the elvtr. independently.—C. A. Nachbar.

Storden, Minn.—The elvtr. owned by K. O. Sandum is rented to the St. John Grain Co.—O. C. Lande, mgr. Storden Grain Co.

Waltham, Minn.—The elvtr. of W. J. Markham is not now in operation, having been leased for storage.—E. J. Markham.

Worthington, Minn.—Geo. Weidman is now buyer for Greig & Zeeman.—T. C. Ager, mgr. Farmers Co-operative Co.

Warren, Minn.—We are not buying grain this year but will buy again next year.—C. H. Hopwood, mgr. Pioneer Grain Co.

Rose Creek, Minn.—J. Cronan & Co. have bot the elvtr. of Gilchrist & Co.—T. B. O'Halloran, agt. Hunting Elvtr. Co.

Hanley Falls, Minn.—Henry Forsan, mgr. of the Farmers Elvtr. Co. was married Nov. 3, to Miss Amy Harris of Hazel Run.

Shevlin, Minn.—We have bot the elvtr. we have been leasing for the last two years.—Shevlin Trading Co., J. H. Gordon, sec'y.

Plainview, Minn.—J. Buhlke, formerly agt. for R. E. Jones & Co., now operates the elvtr. independently.—Plainview Mill & Elvtr. Co.

Hanley Falls, Minn.—The Farmers Elvtr. Co. has bot the elvtr. of the New London Mlg. Co. The farmers lost their elvtr. by fire Oct. 24.

Winthrop, Minn.—New agts. here are H. Lickfett for the Great Western Grain Co. and Rudolph Klossner for the Pacific Elvtr. Co.—agt. C. A. Malmquist & Co.

St. James, Minn.—F. D. Keenan is now agt. for the Gt. Western Grain Co. and the elvtr. of H. Olson has been closed.—J. Weymouth, agt., C. S. Christensen Co.

Trail, Minn.—Ben Larson is employed as a helper at our elvtr. We have installed a Fairbanks Automatic Scale.—H. F. Degerness, mgr. Farmers Produce & Elvtr. Co.

Radium, Minn.—John Allen is now agt. for the Spaulding Elvtr. Co.—F. F. Shantzen, agt. Northland Elvtr. Co.

Spring Grove, Minn.—The elvtr. of the N. O. Onsgard Lbr. Co. is not now in operation, having been closed for the past year and a half.—N. O. Onsgard, per O. E. Hallan.

Tyler, Minn.—The Tyler Grain Co. is building a double steel corn crib, 35x9 ft., and the Tyler Roller Mills is building a 100x10 ft. wooden crib.—Farmers Elvtr. & Supply Co.

Priam R. F. D. No. 5, Raymond, Minn.—Gust Lipitz is agt. for the Northwestern Elvtr. Co., which opened its house at this station, Sept. 1.—C. Berkland, agt., New London Mlg. Co.

Sacred Heart, Minn.—The Miller Elvtr. Co. has built a new office and the Empire Elvtr. Co. is building an addition to its corn crib.—A. A. Mostue, mgr. Sacred Heart Produce Co.

Porter, Minn.—The Farmers Grain & Supply Co. has succeeded the Farmers Produce Co., which has disbanded, and is operating the house of the old company.—H. W. Speight, agt. Eagle Roller Mill Co.

Blakely, Minn.—M. O'Neill will install a new dump, corn sheller, cleaner, feed mill, carloader, hay press and other machinery in his elvtr. in the spring and will overhaul and repair the house in general.

Milan, Minn.—The sec'y of the Farmers Elvtr. Co. has just made out an itemized statement of the claims for overcharges on freight during the time that the Minnesota rate case was in the courts, the overcharges amounting to \$4,700.

Humboldt, Minn.—New agts. at this station are Jas. Irving agt. for our company and Albert Brown for the International Elvtr. Co. which has succeeded McCabe Bros. The elvtr. of the Red Lake Mlg. Co. is closed.—Humboldt Elvtr. Co.

Willmar, Minn.—The report that the elvtr. of the Farmers Elvtr. Co. burned recently is incorrect. The company writes: Our elvtr. did not burn and we are still doing business in our old shack and the only fire visible is in the stove.

Danvers, Minn.—The elvtr. of the Minnesota Grain Co. has been closed. Geo. Jenkins is now agt. for the Northwestern Elvtr. Co. I have bot the elvtr. of the Minnesota & Western Grain Co. and operate as the E. E. Logeson Elvtr. Co.—E. E. Logeson, mgr.

Glover, Minn.—The Independent Elvtr. Co. has been made defendant in a suit brot by the First Bank of Oakes, N. D., to recover \$4,500 with interest. The bank alleges that it honored two drafts for that amount drawn on the Hoover Grain Co. of Duluth by the elvtr. company, which were later refused by the grain company.

Thief River Falls, Minn.—We have installed an electric motor, also a cleaner leg, added an automatic cleaning device for our Fosston Cleaner, and put in a 40-h. p. gasoline engine to operate one 9x24 2-pair high roller feed mill. We have taken out our 10 h. p. Fairbanks & Morse Gasoline Engine, which was replaced with an electric motor that now operates our elevator, cleaner and cleaner leg.—Tessum Seed, Grain & Supply Co.

Taunton, Minn.—The Western Elvtr. Co. has taken over the elvtr. of the Mutual Elvtr. Co. but the house is not in operation at present. The Western Company built a 25,000-bu. elvtr. which was sold to the recently incorporated Farmers Co-operative Produce Co., which has capital stock of \$18,000. Our officers are: Joe Houkrop, pres., M. Piedad, vice-pres., Ben Borson, sec'y, M. F. Ahern, treas., and myself as mgr.—D. F. Salmon.

Worthington, Minn.—B. P. St. John, formerly of Heron Lake, and F. L. Humiston of this place, have formed a partnership, and will operate as the Worthington Grain Co. They have bot the elvtrs. of the Skewis Grain Co. and Chas. Wise, which gives

them 3 elvtrs. in operation here. The headquarters of the St. John Grain Co. will be moved here from Heron Lake Dec. 1. The company will have offices in the New Office Bldg. just completed by the Worthington Grain Co.—S. E. St. John, sec'y St. John Grain Co.

DULUTH LETTER.

The directors of the Board of Trade have been authorized to establish a grain sampling dept. when they deem it desirable for this market to have one.

The International Elvtr. Co. has succeeded McCabe Bros. as the operators of country elvtrs. The firm has no terminal houses. The grain commission business is being continued separately as the new corporation of McCabe Bros. Co.

Much grain remains to be loaded out in the next 10 days; about 12,000,000 or 15,000,000 bus. more would fill us up. Our country shippers all thru the Northwest report cars scarce, and there is a little let up in farmers' deliveries.—W. J. McCabe of McCabe Bros. Co.

We are having a narrow market at the close of the season. Oats are going to Minneapolis because it is nearer the southwest where there is a demand for feed. They are paying better prices because we have the freight rate against us.—E. N. Bradley, mgr., Globe Elvtr Co.

The volume of business is 1-3 less than last year. We have large storage capacity but it is taken up in handling so many kinds of special stuff and we have had to pay demurrage on many cars. It is now well cleaned up and this market can handle grain as fast as any. We can sell all the grain we can get.—X. X.

We have had a remarkable run of wheat of fine quality; but the dockage has been heavier than ever before, averaging nearly 3½ lbs. per bushel. About 75% of the wheat is out of farmers' hands. On account of the crowded condition of the elevators here we have been advising our country shippers for 6 weeks past to ship oats to Minneapolis, because at present that market can handle them to better advantage. We need more elvtrs.—W. C. Mitchell, of Randall, Gee & Mitchell.

Receipts of grain at Duluth during October included 13,058,395 bus. of wheat, no corn, 1,519,205 of oats, 2,042,234 of barley and 62,753 bus. of rye; compared with 21,534,683 bus. of wheat, no corn, 1,274,304 of oats, 3,701,040 of barley and 343,214 bus. of rye received during October 1912. Shipments for the month included 9,568,915 bus. of wheat, no corn, 1,120,096 of oats, 1,998,488 of barley and no rye; compared with 17,258,611 bus. of wheat, no corn, 1,166,961 of oats, 3,195,383 of barley and 347,843 bus. of rye shipped during October, 1912.—Chas. F. Macdonald, sec'y Board of Trade.

The reinforced concrete addition to Elvtr. D of the Consolidated Elvtr. Co. has been erected to a level 6-ft. higher than the old tanks and work is being pushed by the Barnett & Record Co. on the overhead conveyor gallery to have all finished by the end of November. The addition comprises 32 tanks, 101 ft. high, and 21 interspace bins, having a capacity of 845,960 bus. With 800,000 in the present tanks, 600,000 in the working house and 1,500,000 bus. in G warehouse, this elvtr. will have a total capacity of 3,746,000 bus. or in emergency, 3,896,000 bus. The house is now full of grain and the addition will be placed in service immediately when completed. Warehouse G now contains 376,000 bus. of grain spouted in before construction of the addition compelled removal of the communicating tunnel and gallery.

We will wind up our shipping season at the end of November. We have 8,000,000 to 10,000,000 bus. grain here, and a total of 21,000,000 bus. in store. Grain handlers here have had to contend with impurities this season, such as wild oats, pigeon grass, volunteer barley and a few king-heads. Plowing was prevented by the weather last spring, so much of the wheat was disced in, letting the weeds come up. Our average dockage for September was 3 lbs. per bushel, which is extremely heavy.

A year ago conditions were different, on account of the additional moisture in the wheat berry. Then we had 65% of No. 1 hard in September dropping to 40% in October, the remainder being low grade, containing 14% or more moisture. This year we have not had to use our moisture testing machine, except for a few tests at the beginning of the season for our own satisfaction. We are inspecting grain samples shipped in to us by express a distance of 160 miles from Staples, Cass, Loose, Glenwood and Thief River Falls. We do all the out-inspection of wheat and flax for the elvtrs at Superior, Wis., as well as Duluth, the Wisconsin Grain & Warehouse Commission inspecting in all the coarse grain as well as doing all the weighing at Superior, under the amicable arrangement effected a few years ago between the elvtr companies and the Commission.—H. E. Emerson, chief deputy grain inspector.

MINNEAPOLIS LETTER.

The memberships of E. L. Welch and Geo. C. Smith have been posted for transfer to A. E. Patton and A. W. Robinson.

James S. Bell, pres. of the Washburn-Crosby Co., is reported to be slowly but surely recovering from his recent serious illness.

The elvtr. of the Gt. Nor. Ry. Co. was threatened with destruction by fire, Nov. 18, when the warehouse of the city sewer dept. burned. Quick work saved the house, however.

The 300,000-bu. storage addition for the Gould Grain Co. has been completed; and the working house will probably be completed within a month. The builder is the Witherspoon-Englar Co.

The business formerly conducted under the name of the J. H. Riheldaffer Co. has been merged with that of McCabe Bros. Co. which will do a general receiving and shipping business at this market, Duluth and Winnipeg. The office in this city will be under the management of J. H. Riheldaffer.

The holding of wheat in elvtrs. thru the winter to determine what percentage of moisture it may retain and be stored safely, has been commenced under the direction of Prof. C. H. Bailey of the state university, as an experiment. The bins containing the wheat are wired and daily temperatures will be taken.

John M. Sullivan, member of the Chamber of Commerce and head of the Sullivan Grain Co., died in the office of Mayor Nye, Nov. 15. He was stricken on a street car and carried into the mayor's office where he expired before relief could be obtained. Heart disease is reported as the cause of his death. Mr. Sullivan was well known to the grain trade of the northwest.

Thos. J. Cassidy, reported to have engaged in the grain business at this market on his own account, is in partnership with B. P. Munson and the new firm will operate as Cassidy & Munson. Mr. Cassidy was pit trader for C. E. Lewis & Co. for 18 years and is well known to the grain trade in this city. The new firm will do a general com'n business, handling cash grain and futures.

The many friends of J. H. Riheldaffer, mgr. for McCabe Bros. Co., will regret to learn that his oldest son, John Paul Riheldaffer, a promising youth of 18, died at 8 p. m., Nov. 21, from injuries received in the senior-junior football game of the West High School of which he was a member. He was hurt in the afternoon game, and altho there was no visible sign of the injury, he died four hours later.

The Farmers Grain Dealers Assn. of Minnesota will hold its annual meeting in this city Feb. 4, 5 and 6, 1914, with headquarters at Hotel West. A tentative program has been prepared which includes a visit to the Chamber of Commerce, on the morning of the 4th. Among the addresses to be given will be "The New Corn Grades" by Dr. J. W. T. Duvel, State Grain Inspector F. W. Eva will also address the delegates, and many interesting and instructive subjects will be discussed by those present.

Henry Feig, supervising inspector of country grain elvtrs. for the state railroad and warehouse com'n, is said to be on the verge of a mental breakdown. Mr. Feig became greatly excited and acted in a manner that caused his friends and acquaintances to become alarmed, Nov. 16, when he was requested by the doorkeeper of the Chamber of Commerce to register for an admittance card to the floor of the exchange. He created a scene and loudly demanded that the sec'y be notified and a meeting of the directors be called. He is now in St. Paul under care of physicians.

MISSOURI.

Clinton, Mo.—W. H. Hurley is building a 24x40 ft. warehouse addition to his plant.

Webb City, Mo.—Ball & Gunning have nearly completed their new concrete storage plants.

Tipton, Mo.—Contract for the 10,000-bu. elvtr. of A. C. Yountz has been let to A. F. Roberts.

Aniston, Mo.—The Brown-DeField Grain Co. of Charleston is now operating the elvtr. of the Farmers Warehouse & Elvtr. Co.—L. F. Dickmeyer, mgr.

New Bloomfield, Mo.—The report that W. E. Hunsaker will build an elvtr. here is incorrect. Mr. Hunsaker writes from Olean: Will not go to New Bloomfield at all, will remain here.

Blackburn, Mo.—Herman Renken has bot the interest of C. K. Smith in the Henley Grain Co., and will operate as the Renken-Henly Grain & Lbr. Co. A new office will be built by the company.

Rea, Mo.—L. W. Golden of Des Moines, Ia., and C. R. Berry of St. Joseph, Mo., and Messrs. Shannon and Lincoln of the Shannon Grain Co. are planning to spend \$6,000 on the erection of a 5,000-bu. elvtr at this point.

KANSAS CITY LETTER.

Stuart Logan has been admitted to membership in the Board of Trade.

P. B. Harper is now in charge of the shipping dept. of the Moss Grain Co.

The Kansas City Grain Club held a banquet at the Kansas City Club, Nov. 7.

F. G. Endelman, formerly in the grain business at Omaha, is figuring on going into business here.

A warrant has been issued against J. R. Kaufman, a grain dealer of Rosedale, Kan., a suburb, charging him with giving short weight in the sale of corn chop.—E. P. A.

Geo. H. Davis has bot a large block of stock from A. L. Ernst in the Ernst, Davis Grain Co., increasing his interest in the company. No change will be made in the business, however.

Many grain firms in this city have signed a petition for the reappointment of C. McD. Robinson, formerly chief grain inspector at Galveston, as inspector at that port to succeed John H. Upshulte, who has resigned. Mr. Robinson is now inspector at Texas City, Tex.

The Moffatt Com'n Co., which has always made a specialty of milling wheat and kafir corn, has now gone into the coarse grain business. This firm is one of the largest handlers of kafir corn in the U. S. and looks forward to a large business in this grain this season.—L. A. K.

Owing to continued ill-health our Mr. P. F. Carey has withdrawn from the Roahen-Cary Grain Co. and I have assumed all of his interest in the firm and will hereafter operate as the E. E. Roahen Grain Co., succeeding the Roahen-Cary Grain Co. There will be no other change in the firm.—E. E. Roahen.

Corn is in strong demand in the Kansas City market and a little of the new crop has come. It is of a better grade than last year showing less moisture and more oil. Large amounts of corn have been bot for December delivery and it is expected that the corn market will be much more active within the next ten days.—E. P. A.

Some of the mills in Kansas are badly in need of wheat and, fearing that the farmers may feed their wheat to their hogs, as they have but little corn, the millers are offering to exchange a bu. of corn for a bu. of wheat. Corn is selling generally in Kansas at 76c, so this arrangement practically amounts to the mills offering a cent a bu. premium as wheat is 75c a bu. This is the first time in the memory of Kansas farmers when corn was worth more than wheat.—E. P. A.

ST. LOUIS LETTER.

The warehouse of the H. W. Beck Hay & Grain Co. burned at 10:45 a. m., Nov. 14; loss on building, \$2,000; on contents, \$3,000.

Chas. Valier, pres. of the Valier & Spies Mlg. Co. died suddenly of apoplexy, Nov. 15. He was a member of the Merchants' Exchange and was 73 years old.

Noel Green Larimore of Larimore, N. D., died suddenly in this city, Nov. 19, at the age of 79. Until he left this city in 1890, he operated a line of elvtrs in this vicinity.

John Mullally, R. P. Atwood and James Dye were the members of the com'te from the Merchants Exchange that appeared before the Public Service Com's'n, Nov. 10, to urge the com's'n to cancel the proposed advance in car storage charges from \$1 to \$3 a car. The com's'n ordered the advance suspended pending further hearings on the subject.

Thomas Akin, defendant in the suit brought against him by Louis Helm, receiver for Milliken & Spencer, has won the case, the court having decided that Akin did not owe the defunct company \$78,731.81 lost in a deal involving 850,000 bus. of wheat sold in 1903 when he was agt. of the company. Akin contended that the company sanctioned the transaction.

New members of the Merchants Exchange are Wm. T. Chamberlain, R. A. Ruemeli, J. A. Bushfield, Walter N. Ernst, Finley Barrell, Herman Meuser, Louis J. Jones, S. V. Davis and H. H. Smith, and the following memberships have been transferred: John E. Biekert, Chas. C. Nicholls, Sidney N. Scharff, Percy C. Jones, Wm. P. Samuel, J. L. Amos, Sam T. Able, U. G. Monnet and Chas. H. Buss.—Eugene Smith, sec'y.

The W. L. Green Com's'n Co. has brought suit against James J. O'Laughlin of Mount Pleasant, Ia., to recover \$37.61 alleged to have been paid O'Laughlin in excess of the amount due him. The plaintiffs claim that in August, 1912, the defendant shipped them a car of wheat to be sold by them and on Sept. 2 drew on them for \$700, the draft being honored by the bank. On the 10th the wheat was sold for \$725.70 and after deducting freight charges and other expenses the amount due O'Laughlin was only \$662.39, making an overpayment of \$37.61, which the defendant, it is alleged, has refused to pay back.

MONTANA.

Geraldine, (no p. o.), Mont.—D. A. Crichton is interested in the erection of a \$10,000 elvtr at this point.

Stanford, Mont.—Our elvtr. will have a capacity of 10,000 bus. and will be equipped with Barnard & Leas machinery thruout. We will operate by electric power.—Spady & Sons Co.

Augustus Vaux of Sydney has been appointed state agt. for Randall, Gee & Mitchell of Minneapolis and Duluth, Minn. The company has decided to enter the grain business in this state.

Cartersville, Mont.—The elvtr. of the Farmers Elvtr. Co. has been closed as all grain has been bot and shipped. I was mgr. and will go to Dillon as mgr. for the Beaverhead Elvtr. Co.—P. N. Snyder.

Helena, Mont.—Eight grain inspectors have been laid off on account of the lack of funds of the grain inspection dept. due to an unfair provision in the grain inspection law as passed last spring which provides that the inspection fees be turned into the general fund which can only be used thru legislative appropriation.

Froid, Mont.—I am now in the grain business at Gavelbourg, Sask.—C. O. Highum.

Frenchtown, Mont.—Barrette & Bedard do not handle grain other than what they raise on their own ranches.—Frenchtown Merc. Co.

Reserve, Mont.—We have handled 45,000 bus. of grain since our elvtr. was completed, Sept. 26. The new house has a capacity of 30,000 bus. and is equipped with a 15 h.p. Fairbanks Gas Engine, manlift, automatic scale and Fosston Cleaner.—Farmers Elvtr. Co.

Archer, (no p. o.), Mont.—We are building an elvtr. at this station of 30,000 bus capacity, cribbed, with wood siding. We will build elvtrs at a number of stations on the Great Northern extension west and south of Williston, N. D., among them being Alexandria (no p. o.) and Newgard (no p. o.).—W. J. McCabe, pres. International Elvtr Co., Duluth, Minn.

Butte, Mont.—The grain, hay and coal dealers who recently held a conference with the judiciary com'te of the city council to draft an ordinance to cover short weights, urged that a drastic law be framed and passed to protect the city from short weight dealers. The ordinance will provide for one or two inspectors who will have the right to order any wagon driven to the nearest scale and weighed.

NEBRASKA.

Tamora, Neb.—The elvtr. of the Central Granaries Co. has been closed.

Grant, Neb.—J. L. Landes has succeeded Roy Mason as mgr. of the Crete Mills.

Atlanta, Neb.—The elvtr. of C. B. Sel-domridge has been closed for the season.

Clarkson, Neb.—The Clarkson Mlg. & Grain Co. incorporated; capital stock, \$20,000.

Grant, Neb.—I am out of the grain business.—Roy Mason, formerly agt. Curtis Mills.

Sholes, Neb.—The Farmers Grain Co. has been organized at this point. Otto Krempe is interested.

Crete, Neb.—A. D. Johnson is reported to be contemplating the erection of an elvtr. at this station.

Pierce, Neb.—Geo. E. Driebert has succeeded S. W. Schwerin as mgr. for the Pierce Elvtr. Co.

Bayard, Neb.—An alfalfa feed mill will be built on a site recently secured here by a Denver feed company.

Yutan, Neb.—The Farmers Union Ass'n has been incorporated to deal in grain and farm produce, etc. N. Miller is interested.

Verdigre, Neb.—The Farmers Union Ass'n has been incorporated to deal in farm supplies, grain, etc.; capital stock, \$10,000.

Hastings, Neb.—Ware & Leland of Chicago have opened a branch office in this city. A. J. Clark of Grand Island will be local mgr.

Hastings, Neb.—Our office at this point, under the management of J. M. Barnhill, has been discontinued.—D. F. Piazek, pres., Kemper Grain Co., Kansas City, Mo.

Tekamah, Neb.—I have succeeded John Strasser as mgr. for the Farmers Grain & L. S. Ass'n. I was formerly buyer for the Peavy Elvtr. Co., but have been in the lumber business for the past few years.—Wm. Moyer.

Talmage, Neb.—Shipment of grain from the elvtr. of A. B. Wilson was temporarily held up recently, when a car of crushed rock was wrecked on the spur track leading to the elvtr. It required a couple of days to clean up the wreckage.

Lincoln, Neb.—Bitter complaint of the drastic provisions of the blue sky law, which tend to prevent the organization of co-operative elvtr concerns over the state, has been made to Special Examiner Reed of the railway commission. In a statement setting out the situation Mr. Reed says: "Until such time as this particular feature of the law may be declared void by the courts or repealed by a subsequent legislature, it will have to be complied with,

the blue sky department being powerless to change a mandatory provision of the law. There are a number of such corporations in the state which have been organized since the law became effective and which will be subject to a heavy fine if they still sell their stock without obtaining a permit. These companies are usually formed by a large number of farmers and the shares fixed at \$10 or \$25 each. The blue sky law requires such companies organized since July 17, 1913, to take out a permit if they desire to sell any of their capital stock and at the same time makes it impossible for such company to obtain a permit because their stock has a par value of less than \$100 per share."

OMAHA LETTER.

B. J. Dodge and W. E. Palmatier have applied for membership in the Grain Exchange.

The M. C. Peters Mill Co. has completed the foundations for an alfalfa meal plant and a 180x60x36 ft. warehouse. The two buildings will cost \$50,000.

Omaha, Neb.—Wm. C. Sunderland, of Sunderland & Saunders, member of the Grain Exchange, dropped dead, Nov. 21, in a room adjoining the floor of the exchange. He was 66 years old and was well known to the grain trade of the state. Apoplexy is given as the cause of the death.

Omaha, Neb.—At the annual meeting of the Grain Exchange Nov. 12, the following directors were elected for a term of 3 years: J. B. Swearingen, W. J. Hynes and Ed. P. Smith; these directors succeeding J. W. Holmquist, W. J. Hynes and S. Saunders, deceased, whose terms expire. At a meeting of the Board of Directors Nov. 19 the following officers were elected for the ensuing year: Pres., W. J. Hynes; vice-pres., J. A. Cavers; vice pres., T. F. Blake, and treas., F. H. Brown. I remain as sec'y.—F. P. Manchester.

The Nebraska Farmers Co-operative Grain & L. S. State Ass'n will hold its 11th annual meeting in this city, Dec. 17, 18 and 19, with headquarters at Hotel Rome. The program includes a visit to the Grain Exchange on the morning of the 17th. Among the addresses to be delivered will be "Taxing the Grain Trade," by Prof. Geo. O. Virtue, of the state university. A com'te of 10 will report on the cost of handling coal and grain, and the cost of storing grain on the farm against storage in an elvtr. and will discuss the subject, "Should Grain Storage Be Regulated by Law in Nebraska?" A com'te of 20 will discuss Needed Legislation and Preparation for It; Warehouse Law; Reciprocal Demurrage Law; Blue Sky Law and the State Inspection Law. Other com'tes will take up the discussion of side lines, etc.

NEVADA.

Fallon, Nev.—The Reclamation Bureau of Washington advises that there is need of a flour mill at this point and that an attractive opening exists for a practical miller and grain man.

NEW ENGLAND.

Woonsocket, R. I.—Joshua G. Follett, for a number of years in the grain business at this point, died Nov. 9 at the age of 73.

Holden, Mass.—Burglars entered the office of E. A. Cowee & Co., Nov. 4, and stole about 10 bags of flour and a bushel of corn.

Boston, Mass.—The steamer Hartepool was loaded with 200,000 bus. of wheat Nov. 7 for Copenhagen. This is a record shipment from this port.

Quincy, Mass.—The grain store of C. W. & G. W. Nightindale caught fire Nov. 4, when a polishing plant adjoining it burned. The grain store was saved, however.

Plymouth, Mass.—The C. B. Proctor Co. incorporated to deal in grain, hay, etc.; capital stock \$5,000; incorporators, Helen M. Gooding, Chas. B. and Harriet S. Proctor.

Pittsfield, Mass.—The Berkshire Grain Co. and other firms have asked the board of public works to move the city scales from their present site to one nearer the plants of the various concerns.

New London, Conn.—The Arnold Rudd Co. has bot the grain business of Edward H. Caulkins, who will retire after 45 years of active service in the grain trade in this vicinity. Mr. Caulkins succeeded Smith & Caulkins, established in 1848, having started with that firm as a clerk 48 years ago. Mr. Caulkins has been in poor health for some time.

Melrose, Mass.—Chas. M. Cox, pres. of the Chas. M. Cox Co. of this city, the City Feed Co. and the St. Albans Grain Co. of St. Albans, Vt., has been elected senator from the 4th Middlesex district. Mr. Cox has been active in the grain trade for many years. He was a director of the Boston Chamber of Commerce in 1904, 1905, 1906 and 1911.

Boston, Mass.—An independent ticket was put into the field for the annual election of the Chamber of Commerce, Nov. 20, the following tickets being named: by the regular nominating com'tee, Henry S. Denison, William C. Ewing, John H. Fahey, Edward K. Hall, Charles J. Hubbard, Frank J. Ludwig, Charles F. Weed and Sydney R. Wrightington. The independent ticket was composed of Charles G. Bancroft and George L. Barnes, Walter C. Fish, F. C. McDuffie, P. A. O'Connell, Arthur L. Robinson and Messrs. Hall and Wrightington, who are on the other ticket. One cause of the independent movement is the fact that the retail trade has no representatives as directors, and the belief that the directors have not acted wisely in opposing improvements urged by a large proportion of the members.

NEW JERSEY.

Trenton, N. J.—Charles Hoff, formerly a prominent grain broker of this city, died Nov. 16, at the age of 67 years.—C.

Netcong, N. J.—The Lungar Grain & Elvtr. Co. suffered a loss of \$10,000 recently when one of its warehouses was badly damaged by fire.

Paterson, N. J.—Peter O'Brien will build an elvtr. on the Erie R. R. as soon as negotiations for a site are closed and permission is granted for the laying of a side track.

NEW YORK.

Auburn, N. Y.—Chas. W. Brister, owner of a local elvtr. has been elected mayor of this city.

New York, N. Y.—Two Produce Exchange memberships recently sold at auction for \$345 and \$350.

Niagara Falls, N. Y.—The loss on the malt house of the Suspension Bridge Malt House Co. burned Oct. 23, amounted to \$60,000.

New York, N. Y.—Members of the Produce Exchange are circulating a petition asking for the appointment of a com'tee to fight adverse legislation at Washington and Albany as occasion demands it.

Albany, N. Y.—Boat owners and grain men of the state are said to be interested in an effort to secure state construction of elvtrs. at Buffalo, New York, Albany and Troy. The matter will be brot before the next legislature.

Ovid, N. Y.—Morris Smith of Cassidy & Smith was recently found unconscious on the floor of the plant with his leg so badly crushed that amputation was necessary. Investigation showed that he had been caught in the fly wheel of the engine and after being carried around was thrown to the floor. His injuries are of a serious nature and his death is expected.

BUFFALO LETTER.

Geo. Urban, Jr., pres. of the Geo. Urban Mlg. Co., who was injured in a runaway accident some time ago, has recovered and is again on 'change.

The Clover Leaf Mlg. Co. will rebuild its plant burned some time ago. The new plant will cost \$10,000.

The Connecting Terminal Elvtr. wrecked its engine, Nov. 6 and was shut down for repairs for about 10 days. As the elvtr. handles 100,000 bus. a day, there has been some delay in unloading grain in the harbor on account of the breakdown.

Plans for the rebuilding of the portion of the plant of the Husted Mlg. & Elvtr. Co., that was destroyed by a dust explosion June 24, are being drawn, but it is thot that active construction of the new buildings will be delayed indefinitely on account of the many damage suits brot against the company.

Buffalo grain shippers were given a hearing before the New York State Public Service Commission on Nov. 1, relative to a complaint filed with the commission against the Erie Ry. Co., alleging inadequate train accommodations and freight car shortage in the grain trade. Efforts are being made by Buffalo grain interests to ameliorate the shortage of cars on the Erie for shipments of grain in New York state. H. M. Barker, representing Charles Kennedy Co. said that it seemed to be difficult for shippers of grain to obtain cars from the Erie road to cover shipments to points in Western New York. Consequently, consignees in Western New York were taking their business away from Buffalo companies and giving it to Cleveland firms. He declared that the company appeared to be concerned principally with thru traffic to the seaboard, and neglected local shipments, to the detriment of the Buffalo grain business. H. H. Richardson of Whitney & Gibson stated that the firm had lost business thru imperfect accommodations by the carriers which delayed shipments at points on the Erie and the Penna. at stations where his firm operated. Shipments could not be gotten thru on time. Division Supt. of the Erie reported that he was doing the best he could with the equipment at his disposal. The com'n reserved its decision.

NORTH DAKOTA.

Hamar, N. D.—The Farmers Elvtr. Co. has installed a cleaner.—A. A. Lee, Hatton.

Antelope, N. D.—A farmers' elvtr. company will be organized to build an elvtr at this point.

Cogswell, N. D.—Farmers in this vicinity are interested in the organization of an elvtr. company.

New Leipzig, N. D.—The Steinkopf & Rush elvtr. is closed.—E. R. Freeman, mgr. Bentley Equity Exchge., Bentley.

Derrick, N. D.—I took charge of the elvtr. of the Farmers Elvtr. Co. at this station Sept. 1.—R. S. McMorran, mgr.

Pekin, N. D.—The Osago Farmers Elvtr. Co. was closed for several days on account of a broken transmission rope.—A. A. Lee, Hatton.

Rawson (no p. o.), N. D.—W. C. Rawson is building a 30,000-bu. elvtr. at this point. The house will be finished about the 30th.

Epping, N. D.—The addition to our elvtr. will have a capacity of 17,000 bus.—H. A. Schroeder, agt. St. Anthony & Dakota Elvtr. Co.

Springbrook, N. D.—The St. Anthony & Dakota Elvtr. Co. has built a 15,000-bu. annex and installed a cleaner.—T. C. Evensen, agt.

Sterling, N. D.—Farmers Equity Elvtr. Co. incorporated; capital stock \$10,000; incorporators A. B. Hunt, Geo. Beatty and Emery Gilch.

Heaton, N. D.—Knutte Alson, mgr. of the Monarch Elvtr. Co. has resigned on account of ill health. B. L. Holderman has succeeded him.

Karlsruhe, N. D.—The Lee Grain Co. has bot the Farmers Elvtr. and installed an automatic scale and cleaner. P. Almos is the agt.—A. A. Lee, Hatton.

Bentley, N. D.—The officers of the Bentley Equity Exchange are G. E. Crary, pres., F. F. Wehsner, sec'y and treas., and myself mgr.—E. R. Freeman.

Bucyrus, N. D.—Farmers Equity Co. incorporated to deal in grain, fuel, etc.; capital stock \$24,000; incorporators Edward Eck, N. P. Nelson, Olaf Jacobson.

New Effington sta. (no p. o.), N. D.—The Independent Elvtr. Co. incorporated; capital stock \$6,000; incorporators, S. Arneson, and S. P. and R. Ireland of Hankinson.

Venlo sta. (Anselm p. o.), N. D.—Venlo Farmers Elvtr. Co. incorporated; capital stock \$10,000; incorporators J. A. Schenum, Lisbon, A. E. Kratt, Sheldon, and Nick Staffel, Anselm.

Hatton, N. D.—At the hearing under the anti-discrimination law, held before the State Railway Commissioners, there were over 20 farmers who testified, and not one would admit that the line companies had underdocked or overgraded their grain.—A. A. Lee.

Buxton, N. D.—The elvtr. of the Van Dusen-Harrington Co., operated by the National Elvtr. Co., slid from its foundations, Nov. 3, and 6,000 bus. of wheat were spilled over the Gt. Northern sidetracks, delaying traffic for some time. The elvtr. contained 20,000 bus. of grain at the time of the accident but only one bin burst. The house slid over 20 ft., dry rot in the underpinning being given as the cause of the accident. Most of the grain spilled was loaded and shipped out at once.

OHIO.

Celina, O.—C. Spriggs has severed his connection with the Buckland Mlg. Co.

Cleveland, O.—F. H. Deagle has succeeded Mgr. Bray as mgr. of the Union Elvtr. Co.

Cleveland, O.—The Lake Shore Elvtr. Co. has increased its capital stock from \$20,000 to \$50,000.

Cleveland, O.—The elvtr. of the Gates Elvtr. Co. at South Brooklyn, is being overhauled and improved.

Lykens, O.—L. W. Spitler of Brokenword has bot the elvtr. of Miller, Fike & Dellinger, from H. D. Miller.

Marion, O.—E. W. Wagner & Co. of Chicago have opened a branch office here with J. G. Simonton as mgr.

Mansfield, O.—The Mansfield Hay & Grain Co. has sold a half interest in its elvtr.—Riester Bros., Crestline.

Lemert, O.—No elvtr. in operation here at present. The house is closed and the firm in bankruptcy.—M. Quaintance.

Caledonia, O.—The Caledonia Grain & Mlg. Co. is out of business. Day & Williams have succeeded them.—J. A. Resler.

Cleveland, O.—The Big 4 Mlg. Co. is building an 80x90 ft. addition to its elvtr. to cost \$3,500. New machinery will also be installed.

Mansfield, O.—The plant of the Hicks-Brown Mlg. Co. was sold to the Jacobs estate for \$13,000, to protect a first mortgage on the property.

Columbus, O.—I have opened an office in the Union Natl. Bank Bldg. and will operate as G. A. Payne & Co.—G. A. Payne, formerly with the Scott & Woodrow Co.

Toledo, O.—The first car of new corn to reach this market arrived Oct. 21, consigned to the Mollett Grain & Mlg. Co. It came from central Indiana and contained 21 3/5% of moisture.

Gerald, R. F. D., Napoleon, O.—The Gerald Grain & Stock Co. incorporated; capital stock \$10,000; incorporators Wm. Gerken, D. Hogrefe, John Norden, J. H. Gerken and Henry C. Badenhop.

Richwood, O.—We have leased our elvtr. for 2 years to Gill & Hershberger and will give possession Dec. 15. Both members of the firm will leave Jan. 2, 1914, for Los Angeles, Cal.—Baker, Gill & Co.

Middle Point, O.—I have bot the elvtr. of Robert Kolter on the Erie R. R. and am installing new scales, and ear corn loader. I am also building an office, corn crib and warehouse.—H. G. Pollock, The Pollock Grain Co.

Toledo, O.—Grain dealers at this market are advising their country shippers to mark cars of new corn "perishable" and to rush shipments as the present changeable weather adds to the moisture content and reduces the market value.

Vickery, O.—The safe in the office of the Vickery Grain Co. was recently rifled by burglars who carried away a box of valuable papers. The papers, consisting of notes, deeds, etc., were later found scattered along the railroad tracks near the elvtr.

New Carlisle, O.—The grain contest promoted by V. M. Morgan at his elvtr. was a success in every way. The prizes offered were \$2 in cash for first and \$1 for second, the awards being made for the corn measuring the greatest in length, and for scoring the greatest number of points. The same prizes were offered for the best samples of wheat and oats.

Lima, O.—Andrew Ringlein is rebuilding the elvtr. he purchased last summer from the Douglas Grain & Hay Co. and will install the following equipment; a 90-bu. Sprout, Waldron Cracked Corn Grader; 500-bu. corn sheller made by the Philip Smith Mfg. Co.; 200-bu. overhead wagon dump, car puller, power shovel, sack-sewing machinery, a poultry-feed mixer; 1,000-bu. Fairbanks, Morse Hopper Scale, 1,000-bu. automatic scale; 600-bu. Huntley Mfg. Co. Oat Clipper; 90-bu. attrition mill, 2-roller feed mill, two natural gas engines, one 20 h.p. and the other a 15 h.p.; a Fairbanks 14 ft. Wagon Scale; 600-bu. Sprout, Waldron Wheat Cleaner, Clipper Seed Cleaner; and a Union Iron Works Manlift. The house will have seven elevating legs, two having 7x15 in. buckets, one with 7x6 in. buckets, one with 6x8 in. buckets, and three with 3x4 in. buckets. Mr. Ringlein will tear down the present storage sheds and erect in their place a warehouse 104 ft. by 28 ft. and one story high.

Portsmouth, O.—The Board of Trade held its yearly banquet, at "The Club," Nov. 8. About 200 members and their guests were present. The speaker of the evening was Governor Cox, whose address was an interesting resume of the legislation enacted at the last session and the need of further remedial legislation along many lines. Three rousing cheers were given the governor when he finished speaking. W. C. Devereaux of Cincinnati also addressed the diners. Pres. H. S. Grimes, who has been in office for the last 15 years, declined to serve again. His annual address was as usual full of interest and touched on many subjects. Members of the Board presented Pres. Grimes with an Elks charm, as a testimonial of their esteem and in appreciation of his great work in their behalf. Thornton Lewis, John E. Williams, G. F. Turley, Mayor-elect Frick, Frank W. Knauss, Dr. Thompson and Vallee Harold gave five minute talks on various subjects. The following officers were elected: pres., W. B. Anderson; first vice-pres., H. S. Grimes; second vice-pres., F. V. Knauss; third vice-pres., Andrew Glass; treas., John W. Snyder; sec'y, Eugene E. Knox.

CINCINNATI LETTER.

Cincinnati, O.—Robert A. Holan and Geo. Engler have been admitted to membership in the Chamber of Commerce.

The Cincinnati Grain Co. will build a 194x53 ft. warehouse, 25 ft. high, at Ivorydale, on a site bot from the Big 4 R. R.

The directors of the Chamber of Commerce at a recent meeting indorsed the action of the Cincinnati Grain and Hay Exchange in requesting the United States Dept. of Agriculture to postpone the enforcing of the new rule regarding the grading of grain until July, 1914, in order that the change may not conflict with outstanding contracts for the delivery of grain.—S.

The Canal Elvtr. will be rebuilt. New girders and supports of concrete and concrete floors will be put in. The house is built over a canal and the constant dampness has caused the wooden supports to rot.

Cincinnati, O.—Parker H. Gale, former partner of Stafford & Gale and recently in charge of the cash grain dept. of Ellis & Fleming, has been suspended from the Chamber of Commerce for uncommercial conduct.

The following firms have moved into new quarters and are now located in the Union Central Life Insurance Bldg.: Max Blumenthal, Fitzgerald Bros. Co., Richter Grain Co., Paul Van Leunen & Co., Stafford Grain Co., McQuillan & Co., Cleveland Grain Co., and Macguire & Co.—S.

This market is now receiving large lots of new shelled and ear corn, which is showing excellent quality; 32 cars of the new corn were received during the week, and the corn mills have been taking hold freely. Very little old corn is coming in, as little is in the hands of the farmers. Some fancy No. 2 grade of corn, old, sold at 78c a bu. The moisture test of the new corn is showing up much better, and prices moved up. New corn sells at from 8 to 10c below old corn.—S.

A precedent was established in local hay and grain circles when the Appeals Com'te of the Chamber of Commerce ruled that the purchaser of a car of bran should have investigated before buying it and that in view of the fact that he had learned of the true condition of affairs before he was damaged in any way, he was not entitled to any claim against the selling company. At auction under a misapprehension, a carload of bran, specifying that 78 bags of the contents were damaged and 322 bags undamaged, was sold. This transaction was immediately investigated by the buyer, who learned that the car contained but 78 bags of damaged bran. He made a demand on the selling firm for the additional 322 bags, claiming he had made the purchase in good faith and so was entitled to what he bid for. It was then learned that the original shipment did not include 322 bags of undamaged bran, and the Hay and Grain Com'te decided that the buyer therefore could not take advantage of the mistake of an employe, made in the absence of his principals. However, the selling firm was ordered to pay the buyer \$40 for the trouble he had incurred. The matter was then taken up with the Arbitration Com'te, which affirmed the verdict of the Grain and Hay Com'te, with an additional cost of \$10 for expenses incurred. The case was then taken to the Com'te of Appeals, who decided as above stated. The outcome of this case had been watched with a great deal of interest by all members of the Chamber of Commerce, in that it was based on a technicality, which might have held in law, but which in the estimation of the Com'te on Appeals was not strict business ethics, and therefore deserved to be decided solely on its merits as an honest business transaction.—S.

OKLAHOMA.

Pond Creek, Okla.—The elvtr. of John-son & Brattan has been closed for the present.

Piedmont, Okla.—Martin Luschen has improved his elvtr. by adding a sheller and corn cleaner.—M.

Hammon, Okla.—I have sold my elvtr. to Fayette Moore and am out of the grain business at present.—G. M. Goode.

Blackwell, Okla.—The Blackwell Mill & Elvtr. Co. has been installing new machinery. The plant was closed down while repairs were made.

Gate, Okla.—W. O. Collyer and others have secured a site and will erect a warehouse at once, operating a grain, coal, feed and flour business.

Jefferson, Okla.—The Enid Mill & Elvtr. Co. is building a 26x26 ft. office and warehouse and has also built coal sheds. A. J. Batchelor is mgr.—McIntyre Bros.

Marlow, Okla.—J. E. McAnaw of Elgin has bot the elvtr. of L. M. Kuykendall, which was only recently completed.

New Burlington sta. (Burlington p. o.), Okla.—The Goltry Grain Co. will increase the capacity of the elvtr. to 12,000 bus. and will install hopper scales.—A. Haynes.

Jefferson, Okla.—Morrisson Bros. have bot the Hackney Mill and are remodeling the plant, building an addition to the office and installing a 12 h.p. gas engine. They have also installed a 10-ton wagon scale.—McIntyre Bros.

Lawton, Okla.—Burt Murray, a teamster, Frank Marshal (colored), and Roy Wynn, ass't miller of the Lawton Mill & Elvtr. Co., were charged with grand larceny, Nov. 4, after an investigation by Mgr. A. R. McLennan of the company, into the disappearance of a large amount of bran, chops and flour. It is alleged that Murray and Wynn have for the past several weeks been sending out large quantities of the feed, which has been delivered by Marshal to draymen, liverymen, horse-men etc. It is understood the colored man paid one dollar per sack for the feed and disposed of it to various parties for considerable less than the market value. More than half a hundred sacks have already been traced and it is believed the work has only commenced. Suspicion was first raised when Mr. McLennan missed a number of sacks and began to watch for the thieves.

PENNSYLVANIA.

Belleville, Pa.—John Watts owns the only elvtr. at this point and it is reported that the farmers of the vicinity will organize a company and buy it, operating as a farmers company.—E. E. Uish.

Pittsburgh, Pa.—C. G. Burson, formerly asst. auditor of freight receipts of the Penna. Lines West, has been elected to succeed Harry F. Denig as traffic mgr. of the Grain & Hay Exchange. He will take office Dec. 1.

Tamaqua, Pa.—Samuel S. Schaeffer has withdrawn from C. W. Royer & Co. and entered the grain business for himself, operating as S. S. Schaeffer & Co. Mr. Schaeffer will occupy a new elvtr. and warehouse which is now in the course of construction.—C.

PHILADELPHIA LETTER.

Large quantities of Canadian wheat are being received for export trade, and the elvtrs. are being worked to full capacity handling the grain.—C.

Thomas K. Sharpless is being congratulated by the members of the trade on becoming the father of a future member of the Commercial Exchange.—C.

J. K. Scattergood of S. F. Scattergood & Co. is suffering with a severe attack of typhoid fever. Several weeks ago his condition was most favorable, but he suffered a relapse. Attending physicians state that while his condition is serious, they have every hope for his early recovery.—C.

Philadelphia, Pa.—Geo. Egolf & Co. will have to wait a while for the \$75,000 awarded them by a recent court decision as damages for the burning down of their property Feb. 20 alleged to have been caused by sparks from a passing Philadelphia & Reading engine. The railroad company has carried the case to the Supreme Court. The plant has not been rebuilt as yet.

A leap in grain exports was noted during the month of October when 2,607,326 bus. were sent out, an increase of more than 1,000,000 bus. over the same period of last year. Receipts for the month exceeded exports by 1,437,830 bus. The receipts were 1,038,664 bus. in excess of those for the same month of 1912. No corn or oats were exported last month. The receipts were 128,018 bus. of corn, and 912,909 bus. of oats, both showing a material falling-off. Exports of wheat for the ten months of the present year in contrast with the same period of last year are: 1913, 14,729,352 bus.; 1912, 12,122,137 bus.—C.

Samuel L. McKnight has returned from the conference of the Atlantic Deeper Waterways Ass'n, which was held in Jacksonville, Fla., last month, loaded down with good ideas for the increasing of trade and developing the port of Philadelphia. At this conference special note was made of the proposed improvements of the Delaware & Chesapeake Canal, which will cause a big reduction in freight rates from Philadelphia to points South.—C.

While there has been no active campaigning for the election of officers of the Commercial Exchange, early in January, it is said that Pres. Sans will be asked to again accept the presidency. William M. Richardson, one of the progressives of the organization, recently said: "This organization should feel highly honored in having such a man as President Sans at the head of it, and it is my sincere wish to see him re-elected at the coming election."—C.

Geo. D. Dixon, vice-pres. of the Penn. Ry. Co. startled the members of the grain trade at this port, by sending a letter to Pres. Sans of the Commercial Exchange in which he expressed the belief that some influence with evident intent to detract from the advantages of this port, and particularly Girard Point, were at work, citing as evidence the case of the steamer "Tellus" which arrived at this port to load a cargo of 430,000 bus. of grain for the account of Norris & Co., Chicago. The steamer is much larger than usually comes to this port for grain, nevertheless the captain was prepared to take his boat to the Girard Point elvtrs. to load about 300,000 bus. of her cargo direct from the elvtr. when he suddenly raised the question as to whether he could safely put his boat in at Girard Point. Pres. Sans stated that a special investigation would be made in the matter, and that a meeting of the directors and the members of the Grain Com'te would be held shortly when the charges filed by Mr. Dixon will be discussed and an attempt made to trace the source of the so-called detractors of the port.—C.

SOUTH DAKOTA.

Albee, S. D.—The Northwestern Elvtr. Co. will build a large corn crib.

Crandall, S. D.—The elvtr. of the Pacific Elvtr. Co. at this station has been closed for the season.

Sioux Falls, S. D.—The Madison Mlg. & Grain Co. of Madison, S. D., has purchased a 44-ft. site and will build a plant at an early date.

Hammer Siding (no p. o.), S. D.—Farmers Elvtr. Co. incorporated; capital stock \$25,000; incorporators, H. M. Fallbaum, Murray, N. D., and others.

Bristol, S. D.—The elvtr. of the Pacific Elvtr. Co. at this station has been closed for the season. C. E. Jerome, mgr., will work for the company in Minneapolis during the winter.

Claire City (no p. o.), S. D.—The Farmers Grain & Fuel Co. has built a 25,000-bu. elvtr. at this point, which is a new town on the Fairmount & Veblin R. R. The equipment includes a 12 h.p. Fairbanks Kerosene Engine, Fairbanks Scale and all up-to-date machinery. Three other elvtrs. are under construction at this point. Our officers are S. M. Satse, pres., J. H. Benidt, vice-pres., Chas. Tisch, treas., and J. O. Holland, sec'y.—Farmers Grain & Fuel Co.

Sioux Falls, S. D.—S. H. Bartlett, who has been wanted for the last two years on a charge of defrauding the Lavinia (Ia.) Elvtr. Co. out \$1,708 that he received for two cars of grain bot from them and sold to the Davenport Elvtr. Co., was recently arrested at this point. On Nov. 11, however, Bartlett was released. Bartlett opened an office in the Schmidt Bldg. in Davenport in April, 1912, and carried on a grain buying business. On June 3, of that year he is alleged to have sold the 2 cars in question, and on the 5th to have notified his stenographer to close the office. He then disappeared and was not located until found in Sioux Falls.

Redfield, S. D.—A. H. Lull, agt. for G. W. Van Dusen & Co., suddenly disappeared, Oct. 29. Since that time his family have received a card from him stating only that he was going away and might stay a month or a year. His accounts are said to be straight and no explanation for his conduct can be found.

Sioux Falls, S. D.—The Farmers Co-operative Ass'n of S. D. will hold its annual convention in this city, Dec. 16, 17 and 18, with headquarters at the Cataract Hotel. The program includes the following addresses, "Transportation and Distribution," by Congressman James Manahan of Minnesota; "Terminal Markets," by Geo. S. Loftus; "Terminal Selling, the Important Part of Handling Grain," and an address on the new government corn grades by a speaker from the U. S. Dept. of Agriculture.

Columbia, S. D.—Governor Bryne has withdrawn his request for extradition of J. J. Gannon from St. Paul, Minn., where he was recently arrested on the charge of embezzlement of money from farmers thru grain manipulations while he was agt. for G. W. Van Dusen & Co. and a shortage in his accounts as mgr. for that company. Governor Bryne was of the opinion that the prosecution was started to take Gannon back to South Dakota for the collection of a debt. Gannon, in a statement to Governor Eberhart, declared that if there was any shortage at the elvtr. it was thru the natural shrinkage of the wheat, faults of the scales or other causes which he could not avoid. The amount involved in the case, Gannon said, was only about \$200. Gannon was released as a result of the withdrawal of the request.

SOUTHEAST.

Statesboro, Ga.—The E. A. Smith Grain Co. has doubled the capacity of its plant.

Lenoir, N. C.—G. H. Burgess & Sons are now in the grain and feed business at this point.

Meridian, Miss.—I am now located at this point and will deal in grain, hay and cotton seed products.—A. H. McInnis, formerly of New Orleans, La.

Jacksonville, Fla.—Standards of mixture and grading were the main topics of discussion at a meeting of the Board of Trade, Nov. 6. J. H. Williams, grain and hay inspector, writes: "Our grain com'te adopted the National Hay Ass'n rule for grading light clover mixed hay, and instructed the inspector to grade oats now arriving here by Chicago rules, which had not been strictly adhered to."

TENNESSEE.

Chattanooga, Tenn.—A night watchman passing the plant of the Chattanooga Feed Co., Nov. 12, heard the sound of running water in the building and investigation showed the automatic sprinklers to be running full force. Further investigation disclosed the evidence of a small blaze in the steel elvtr. tower, which had been extinguished by the sprinklers. The loss by water amounts to \$5,000 while the fire did \$500 damage. The entire loss is covered by insurance.

MEMPHIS LETTER.

We have leased our plant and are no longer actively engaged in the grain business.—U. S. Feed & Grain Co.

Burglars recently attempted to gain an entrance to the office of the Roberts & Hammer Grain Co., but they were unsuccessful in the attempt.

The Century Grain & Feed Co. incorporated; capital stock \$30,000; incorporators B. W. Hale, S. M. Bray, W. T. Hale, Jr., H. B. Anderson and R. G. Brown. Mr. Bray will be sec'y-treas. and mgr. and will represent the company on the floor of the Merchants Exchange. The new company has leased the plant of the U. S. Feed & Grain Co.

TEXAS.

Ft. Worth, Tex.—The Bewley Mills has bot a Hall Signalling Grain Distributor.

Houston, Tex.—It is rumored that several new elvtrs. will be built in this city.

Clarendon, Tex.—Clarendon Grain Co. incorporated; capital stock \$50,000; incorporators C. W. Bennett, John T. Sims and A. P. Cole.

Ft. Worth, Tex.—The first car of Argentine corn to reach this market arrived, Nov. 21, grading No. 2 yellow and testing 14% moisture. It was 70 days on the way to this port.

Waco, Tex.—The Waco Mill & Elvtr. Co. has been made defendant in a suit brot by D. E. Clement for \$50,000 for alleged damage to his reputation by the officers of the grain company who filed 3 complaints against him.

Houston, Tex.—Caught in a set of cogs in the plant of the Standard Mlg. Co., Nov. 1, A. R. Vernado, was crusd to death. His body was found when an investigation as to the cause of the stoppage of the machinery was made.

McKinney, Tex.—The Collins County Grain Co. is now out of business and J. E. Burrage, sole prop., is now traveling for Patty-Joiner & Eubanks, wholesale grocers of Sherman, Tex. The firm never operated an elvtr. but did a com's'n business.

Galveston, Tex.—John H. Upshulte, for the past two years chief grain inspector for the Board of Trade, has resigned and will go into business on his own account. He has been conencted with the grain business for many years. H. A. Wickstron has been appointed as temporary inspector by the directors of the exchange.

Waco, Tex.—The plant of the H. H. Crouch Grain Co., containing \$2,500 worth of grain burned at 8 p. m. Nov. 14. A box car on the siding was seen to be ablaze and before the fire could be brot under control it had spread to the elvtr. The loss on the building is placed at \$5,000; insurance \$500. The insurance on the grain amounted to \$1,650.

Fort Worth, Tex.—The Texas Grain Dealers Ass'n thru its pres., T. G. Moore, has endorsed Allison Mayfield as a candidate for appointment to the Interstate Commerce Commission. Pres. Moore says: The grain and milling interests of the southwest waked up to the realization of the fact that this section needed a man like Mr. Mayfield on this commission about a year ago, when the commission issued an order restricting the exercise of the privilege of milling and stopping grain in transit which promised to work a serious injury to these interests, and divert their business to the terminal markets located on the Missouri and Mississippi rivers enjoying re-shipping rates. A determined fight had to be made in order to induce the commission to realize the injury that must necessarily have followed the execution of this order. It finally realized the interest that was threatened and revoked the orders.

UTAH.

Provo, Utah.—The Provo Mill & Grain Co. incorporated; capital stock, \$50,000; officers, Wm. T. Taw, pres.; Ed. Scherer, vice-pres., and John R. Kindred, sec'y-treas.

WASHINGTON.

Albion, Wash.—Work is progressing rapidly on the bulk elvtr. of the Farmers Union.

Deer Park, Wash.—The Washington Fuel Co. incorporated to handle wood, coal, feed grain, etc.; capital stock, \$50,000.

Cheney, Wash.—The F. M. Martin Grain & Mlg. Co. has built an \$8,000 brick warehouse, replacing the one burned last year. It is 80x100 ft.

Seattle, Wash.—This city has appropriated \$6,500,000 for harbor improvements. In addition to docks and warehouses it will

provide storage facilities for the receiving, storing and loading of both bulk and bagged grain. Chief Engineer Paul P. Whitham is now on a trip to the eastern ports investigating what has been done in other cities.

WISCONSIN.

Neillsville, Wis.—The recently organized Farmers Elevtr. Co. will build or buy an elevtr. at once.

Plymouth, Wis.—The Farmers Federated Warehouse Co. has sold its recently acquired elevtr. to Isaac D. Munck, who will operate it.

Manitowoc, Wis.—The operating house of the Manitowoc Malting Co.'s elevtr. will be under roof within a week. The Witherspoon-Englar Co. is the contractor.

Rhineland, Wis.—I have built an addition to my feed warehouse which makes the building 150x13 ft. Have installed a feed grinder operated by electricity.—Jos. Goldberg.

MILWAUKEE LETTER.

P. C. Kamm will begin taking grain in his new elevtr. about Dec. 10.

The first car of new yellow ear corn to reach this market arrived Nov. 12, from Minnesota, and sold at 63c. It was good quality and ran 75 lbs. to the bu. The first new white arrived from South Dakota, grading No. 2 and testing 16% moisture.

New members of the Chamber of Commerce are: Arthur A. Bentley, Perley C. Newlin, Walter C. Kopplin and Herman W. Suckow. The following memberships were transferred: Chas. H. Loedige, O. T. Watts, Alfred A. Tretin, E. R. Jewasinski, J. H. Wussow, Jas. L. Crittenden and John W. McGraw.

Members of the Chamber of Commerce will vote on the following amendments to the rules, Nov. 26: No. 4, Sec. 28, appointing a com'te to conduct a call board. Rule 11, Sec. 9, prohibiting members from gathering in any part of the building, sidewalk, etc., and there trading. Rule 27, Sec. 1, regarding weight and grading of flax.

Pres. Patrick P. Donahue will appoint two delegates to the Rivers and Harbors congress Dec. 3-5 in Washington. A communication was received from the Chamber of Commerce of the United States, asking that the chamber cast a vote on the advisability of the United States legislative reference bureau. The pres. will appoint a com'te which will consider the communication.

The following recommendation for the revising of the flax grading system, has been made to the directors of the Chamber of Commerce by the supervisors of grain inspection and weighing: "No. 1 Northwestern Flax Seed shall be mature, sound, dry and sweet. It shall be northern grown. The maximum quantity of field stack, storage or other damaged seed intermixed shall not exceed 12½%. The minimum weight shall be 51 lbs. to the measured bu. of commercially pure seed. No. 1 Flax Seed shall be northern grown, sound, dry and free from mustiness, and carrying not more than 20% of immature or field stack, storage or other damaged flax seed, and weighing not less than 49 lbs. to the measured bu. of commercially pure seed. No. 2 Flax Seed, flax seed that is bin burnt, immature, field damaged, or musty, and yet not to a degree to be unfit for storage, and having a test weight of not less than 47 lbs. to the measured bu. of commercially pure seed shall be No. 2 Flax Seed. 'No Grade' Flax Seed, flax seed that is damp, warm, mouldy, fire burnt, very musty or otherwise unfit for storage, or having a weight of less than 47 lbs. to the measured bu. of commercially pure seed, shall be 'No Grade.'"

WYOMING.

Worland, Wyo.—The Emmer Products Co. will build an elevtr. at this point.

MANY GRAIN BOATS SUNK in Gale.

Three hundred lives and \$5,000,000 in property were lost on the Great Lakes in a storm that began the evening of Nov. 7 and raged unabated until Nov. 10. Sixteen big freight boats were foundered and six more went on the rocks, most of them to be battered to pieces before the storm ceased. This is the known damage.

Among the vessels to sink was the James S. Carruthers, the biggest freighter on the lakes, which foundered in Lake Huron off Goderich, Ont., with her entire crew of 25 men and a cargo of 370,000 bus. of wheat. The Carruthers was the pride of the Canadian merchant marine. It was 550 ft. long, 31 ft. deep and 58 ft. wide.

The steamer Wexford also sank in Lake Huron with 96,000 bus. of wheat. The Nottingham went ashore in Lake Superior with 230,000 bus. of wheat; and the J. M. Jenks was blown aground near Beaulieu Island, but was floated Nov. 13, after part of its cargo had been taken off.

How many of the other twenty-two boats which met disaster were grain carriers is not yet known; but it is estimated that at least 1,000,000 bus. of grain was lost in the storm. Most of the boats were bulk carriers and were engaged in the ore and grain traffic; but it is not believed that their loss will have an appreciable effect on the movement of these commodities.

IMPORTANT TARIFF DECISIONS.

A country imposing a duty on any one of the three articles named in Paragraph No. 644 of the Free List of the Underwood Tariff, viz., wheat, wheat flour, or semolina, when imported from the United States must pay a duty on all of the articles named in that paragraph when exporting them, directly or indirectly, into the United States. This is the gist of the instructions issued Oct. 31 in T. D. 33,802, by the Customs Division of the United States Treasury Department to the collectors of customs.

With this interpretation of the paragraph in question, the Customs Division states that only three countries are now eligible to ship wheat, wheat flour or semolina into this country free of duty. These countries are the United Kingdom, Finland and The Netherlands. The Division, however, is making a careful examination of foreign tariffs and will announce if any other nations are found eligible under the countervailing clause.

In connection with the drawback feature of the tariff, the Treasury Department has issued complete instructions as to the treatment of principal products and by-products under the new tariff law. Paragraph O of Section 4 of the tariff states that "on the exportation of articles manufactured in the United States wholly or in part from imported materials, a drawback equal in amount to the duties paid on the imported materials used in the manufacture thereof, less 1% of such duties, is allowable."

The Treasury Department states that the drawback on a by-product resulting from the treatment of imported material shall not exceed the duty on such by-product when imported into this country; and that if there is no import duty on the by-product, no drawback can be allowed on such a by-product manufactured here.

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Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

L. E. & W. quotes a rate of 2½¢ on ear corn from Royerton and Gilman, Ind., to Fort Recovery, O., effective Dec. 19.

D. L. & W. in ICC 10693 cancels 9374-C quoting rates on grain and grain products between its various stations, effective Nov. 15.

Wabash in ICC 3370 cancels 12283-A quoting rates on grain from its stations in Ill., to New Albany, Ind., and Louisville, Ky., effective Nov. 15.

West Shore in ICC 8679-B cancels 9904-A quoting rates on grain and grain products from its stations to N. Y. C. & H. R. stations, effective Nov. 15.

C. T. H. & S. E. in Sup. 2 to 76-E quotes rates on grain and grain products from its stations to Canadian and eastern seaboard points, effective Nov. 15.

D. L. & W. in ICC 10338 cancels 9070-C quoting rates on grain and grain products from its stations to interior and eastern points, effective Nov. 15.

C. I. & L. in 5272 quotes rates on grain and grain products from its stations to points in Ill., Ind., Ia., Mich., N. Y., O. and Pa., effective Dec. 8.

C. I. & L. in 5252 quotes rates on grain and grain products from Indianapolis, New Albany, Ind., and Louisville, Ky., to its stations, effective Dec. 8.

D. T. & I. quotes a rate of 8.4c on grain from Adrian, Mich., Leipsic, Lima, Ottawa and Napoleon, O.; to Saginaw and Bay City, Mich., effective Dec. 8.

Wabash in ICC 3343 cancels 9495-C quoting rates on grain from its stations in Ill., to New Albany, Ind., Louisville, Ky., and Cincinnati, O., effective Nov. 15.

N. Y. C. & H. R. in ICC 22157-B cancels 28636-A quoting rates on grain and grain products from its stations to stations on the Erie R. R. and connections, effective Nov. 15.

C. & N. W. in 3407-C quotes rates on wheat, corn, oats, barley and rye from its stations in Neb., to Kansas City, St. Joseph, Mo., Atchison, Leavenworth and Fort Riley, Kan., effective Dec. 17.

C. B. & Q. in Sup. 42 to 3200-B quotes rates on grain and grain products between Missouri River points and Chicago, Ill., St. Louis, Mo., St. Paul, Winona, Minn., and La Crosse, Wis., effective Apr. 29, 1914.

Q., M. & S. in ICC 186 cancels FD414 quoting export rates on oats and buckwheat from its stations to Boston, Boston Jct., East Boston, Mystic Wharf, Mass., and New York, N. Y., effective Nov. 15.

C. R. I. & P. quotes an import rate of 24.5c on wheat and 22c on corn from Galveston and Texas City, Tex., to Clinton, Ralph, Stafford, Butler, McClure, Hammon Jctn., Herring and Strong City, Okla., effective Dec. 2.

C. I. & L. in 5258 quotes rates on grain and grain products from its stations to Boston, Mass., Buffalo, New York, N. Y., Baltimore, Md., Philadelphia, Pittsburgh, Pa., and other points in the eastern states and Canada, effective Dec. 8.

C. B. & Q. in Sup. 35 to 1800-B quotes rates on grain, broom corn, flax seed, and oil meal from its stations west of Missouri River and stations on the R. C. B. H. & W. R. R., to Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minneapolis and Duluth, Minn., effective Dec. 1.

Soo quotes a rate of 23.1c to Albany, N. Y., 20.8c to Baltimore, Md., and Washington, D. C.; 25.8c to Boston, Mass., 16.9c to Cleveland, 23.8c to New York, N. Y.; 25.3c to Ottawa, Ont., on grain and grain products from Minneapolis, Minnesota Transfer, St. Paul, Minn., Rice Lake, Osceola, Amery, Ridgeland, Frederic, St. Croix Falls, and Reserve, Wis., effective Dec. 1.

C. St. P. M. & O. in ICC 3930 quotes a proportional rate of 13¾¢ on barley, corn, oats, rye and spelt from St. Paul, Minneapolis, and Minnesota Transfer, Minn., to Atchison, Leavenworth, Kan., Kansas City, St. Joseph, Mo., and Nebraska City, Neb., effective Nov. 11.

C. I. & L. in 5254 quotes rates on grain and grain products from its stations to Chicago, Ill., Hammond, Cottage Grove, Indianapolis, Lawrenceburg, New Albany, Richmond, Ind., Detroit, Mich., Louisville, Ky., Cincinnati, Sandusky, Toledo, O., and Janesville, Wis., effective Dec. 8.

C. R. & I. & P. in Sup. 11 to 27537-A quotes rates on grain from Minneapolis, Minnesota Transfer and St. Paul, Minn., to C. F. A. points; also on rye from Castle Rock, Dundas, Fairbault, Farmington, Newport, Northfield and Rosemount, Minn., to C. F. A. points, effective Dec. 15.

Soo quotes a rate of 18.2c to Baltimore, Md., 21.2c on Boston, Mass., and New York, N. Y.; 19.2c on Philadelphia, Pa., and Montreal, Que., on grain products from Minneapolis, Minnesota Transfer, St. Paul, Minn., Rice Lake, Osceola, Amery, Ridgeland, Frederic, St. Croix Falls and Reserve, Wis., effective Dec. 1.

G. N. in ICC A3769 quotes a rate of 17c on grain and 18c on millet and flax seed between Ross and Manitou, N. D.; and St. Paul, Minnesota Transfer, Minneapolis, Duluth, Minn., and Superior, Wis.; also a rate of 20c on grain and 21c on millet and flax seed between Mondak, Mont., and same points, effective Nov. 10.

C. G. W. quotes a proportional rate of 15c on wheat and buckwheat, and 12½¢ on corn, oats, barley, rye, kafir and spelt from Minneapolis, Minnesota Transfer, St. Paul, South St. Paul and Winona, Minn.; to Cairo, Brookport, Thebes, Ill., Evansville, Jeffersonville, New Albany, Ind., and Cincinnati, O., effective Dec. 8.

C. I. & L. in 5259 quotes rates on grain and grain products from its stations via Indianapolis and Mitchell, Ind., to New York, N. Y., Boston, Mass., Pittsburgh, Philadelphia, Pa., Hagerstown, Baltimore, Md., Bellaire, O., Jersey City, N. J., Portland, Rockland, Me., Wilmington, Del., Washington, D. C., Wheeling, W. Va., and Stanstead, Que., Can., effective Dec. 8.

Can. Pac. quotes a proportional rate of 20c on wheat from Goderich, Port McNicoll, Ont., and Detroit, Mich., to St. John, Moncton, Shediac, Sackville, Point du Chenve, N. B., New Glasgow, Halifax, and Dartmouth, N. S., also a rate of 20c on wheat from same originating points to Picton, N. S., when for reshipment to Charlottetown, P. E. I., and Pugwash, N. S., effective Dec. 3.

C. I. & L. in 5256 quotes rates on grain and grain products from its stations to Hagerstown, Md., Basic, Buena Vista, Charlottesville, Doswell, Fredericksburg, Glasgow, Gordonsville, Hampton, Lynchburg, Lexington, Newport News, Norfolk, Orange, Petersburg, Phoebus, Portsmouth, Richmond, Roanoke, Stanton, Suffolk and Waynesboro, Va., and rate basing points, effective Dec. 8.

C. B. & Q. in Sup. 10 to 1346-D quotes rates on grain and grain products between Chicago, Peoria, Alton, East Alton, East St. Louis, Quincy, Ill., St. Louis, Prospect Hill, Hannibal, Mungers Switch, Mo., Dubuque, Clinton, Davenport, Bettendorf, Burlington and West Burlington, Ia.; and its stations in Ill. and stations on the M. N. & S. Ry. in Ia.; also rates on feed between various C. B. & Q. stations, effective Nov. 15.

Soo quotes an export rate of 28.3c on gluten feed, glucose feed, mixed live stock feed, poultry and animal food, brewers' dried grains, gluten feed and starch, and 27.2c on all other grain and grain products, from Fairmount, N. D., to Boston, Mass., New York, N. Y., St. John and West St. John, N. B.; also 25.3c on gluten feed, glucose feed, mixed live stock feed, poultry and animal food, brewers' dried grains, gluten meal and starch, and 24.2c on all other grain and grain products, from Fairmount, N. D., to Baltimore, Md., effective Dec. 1.

Feedstuffs

The Jersey Cereal Food Co., Jersey City, N. J., recently suffered a \$10,000 fire loss.

The Golden Grain Mill Co. began operations last week in its new \$75,000 feed mill at East St. Louis, Ill.

The Advance Mill & Elevator Co., Carrollton, Ill., has registered the words "Bob White" as a trade-mark for its corn meal.

The Clover Leaf Milling Co., Buffalo, N. Y., will rebuild its feed mill, which recently burned. The new plant will cost \$10,000.

The Ballard & Ballard Co., Louisville, Ky., has registered a fancy Egyptian design as a trade-mark for its "Kentucky Farm Feed."

Scholl Brothers, Walla Walla, Wash., recently purchased the H. P. Isaacs Milling Co.'s plant and will operate it as a feed mill.

O. E. Davidson recently purchased the feed mill of the Cereal Products Co., Minneapolis. The mill can grind 30 tons of screenings daily.

The Antwerp Feed & Supply Co., Antwerp, N. Y., suffered a \$30,000 fire loss recently when its feed mill burned. The mill was insured for \$15,000.

The Missouri Feed & Produce Co., Springfield, Mo., was recently incorporated for \$3,000 by O. J. O'Bryant, J. A. Tellman and W. R. A. Smith.

The Mountain City Mill Co., Chattanooga, Tenn., was fined \$20 and costs for selling a mixture of ground wheat product and corn bran as shipstuff.

Costa Rica bran was offered at New York recently at \$21.50 per ton, \$2 under the market. From the samples shown the bran is of fine quality. A total of 500 sacks was offered for sale.

Peoria received 4,182 tons of feed and shipped 14,870 tons during October; compared with 4,249 tons received and 8,347 tons shipped during October, 1912.—John R. Lofgren, sec'y Board of Trade.

The Southern Cotton Oil Co., Newport, Ark., was fined \$15 and costs by a federal court for selling cottonseed meal which contained 35% protein under a label claiming a protein content of 38.62% to 43%.

The proposed national feedstuffs law drafted by the American Feed Manufacturers Ass'n and the Feed Control Officials Ass'n last spring was approved by a majority of the members of the Millers National Federation by a mail vote.

The Howard H. Hanks Co., Chicago, Ill., recently took out incorporation papers for \$50,000 capital stock, \$40,000 paid up. The officers are H. H. Hanks, pres.; F. L. Davis, vice-pres., and J. C. Curry, sec'y-treas. The company manufactures cattle and poultry feeds.

On and after Dec. 1 all bran containing screenings shipped in interstate commerce must be labeled "Bran and screenings not to exceed mill run," according to a regulation recently promulgated by the United States Department of Agriculture. Most manufacturers are agreed that this will limit the screenings content in bran to 8%, and a few mills will limit it to 6%. A number of the state feed inspectors have expressed their approval of the Department's regulation and will

enforce the same rule for bran manufactured in their states.

Statistical information concerning cattle feeding is given by Herbert W. Mumford and Louis D. Hall in Circular No. 169 of the Illinois Experiment Station.

Oat screenings are not oats and should be classified for duty when imported into this country as a non-enumerated, unmanufactured article under paragraph 480, of the tariff act of 1909 and take a duty of 10% ad valorem, according to a recent decision of the Board of General Appraisers in New York City. The collector of customs, in assessing the duty, classified the screenings with oats and oathulls. The decision of the Board supports the claim of H. G. Anderson, K. E. Lahrbach, and the Nye & Jenks Grain Co., of Buffalo and St. Paul.

FEED CONTROL OFFICIALS Meet.

The Ass'n of Feed Control Officials of the United States held its fifth annual convention at Washington, D. C., Nov. 17 and 18.

In discussing the matter of branding bran, Dr. J. K. Hayward of the United States Department of Agriculture held that the federal law could not determine the percentage of mill run permissible in the bran. All it could require is that bran containing screenings must be labeled "bran and screenings" and the screenings must not exceed mill run. Otherwise, he maintained it lay within the states' power to fix the label and determine the percentage of screenings allowable.

The proposed national feedingstuffs bill was subjected to vigorous criticisms. Several of the officials called it vicious; others were content to voice their objections to its passage by Congress. The officials finally determined that, inasmuch as the proposed federal feed law was so intricate and of so great importance, they would lay the matter on the table and await a report from the Executive Com'te. The Ass'n decided that, instead of urging the passage at this time of a national law, it would seek to bring about greater uniformity in the state feedingstuffs laws.

The Ass'n also adopted the following definitions:

Bran is the coarse outer coating of the wheat berry obtained in the usual commercial milling process from wheat which has been cleaned and scoured.

"Bran with mill run of screenings" is pure bran plus the entire screenings removed from the wheat used in making such bran.

"Bran with screenings not exceeding mill run" is bran plus the whole mill run of screenings, or bran plus a portion of the mill run of screenings provided that such portion is not an inferior of the screenings.

No definition was adopted requiring that the percentage of screenings be given on the label. Altho such a definition was not adopted, it is regarded as practically certain that several of the states will require in state laws that the percentage of screenings be stated.

At the request of feed manufacturers, the name of the product known as "Oat Clipping Refuse" was changed to "Oat Clipping By-product." The Ass'n also changed the name of "Corn-By-Products with Bran" to "Corn Gluten Feed." The name "Corn By-product without Bran" was changed to "Corn Gluten Meal."

A resolution was adopted expressing disapproval of the feed manufacturers'

practice of stating on bags or tags the percentage of protein fat and fibre on a sliding scale. It was the sense of the Ass'n that manufacturers should state the exact percentages.

Prof. L. A. Fitz of Kansas, in a paper on "Screenings and Weed Seeds as Adulterants in Commercial Feeds," stated that while wheat screenings show much the same chemical composition as bran, their feeding value depends upon their digestibility and physiological union; and that until more is known on the subject, screenings should not be mixed with bran without being so labeled.

G. A. Chapman, Chicago, pres. of the American Feed Manufacturers Ass'n, in an address entitled "The Feed Industry of the United States", gave the history of the feed industry in this country and urged the utilization of all by-products having feeding value.

The election of officers resulted as follows: pres., J. K. Hayward, U. S. Dept. of Agriculture, Washington, D. C.; vice-pres., H. B. McDonnell, Maryland; sec'y-treas., L. A. Fitz, Kansas. Executive com'te, W. J. Jones, Jr., Ind., chairman; J. W. Kellogg, Pa.; R. E. Stallings, Ga.

Cottonseed Mills in Trouble.

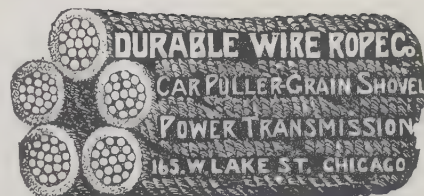
Cottonseed oil mills in Texas were informed Nov. 5 by State's Attorney General Looney that they would have to dispose of the cotton gins they own or lay themselves open to prosecution for violation of the Texas anti-trust laws. Mr. Looney asserts that the oil mills cannot legally engage in the ginning business, and if they hold charters ostensibly authorizing them to own cotton gins, this feature of the charter is unauthorized by any state statute and is therefore null and void.

Oil mill corporations also cannot legally engage in the sale of bagging and ties and must desist from so doing. Mr. Looney attacks the agreements between the oil mills and ginners or buyers, by which the latter buy cottonseed from the farmers at certain fixed prices for the oil mills, receiving for this service a fixed commission.

In this connection, the Attorney General of Mississippi on Nov. 17 brot suit against 103 cottonseed oil companies, charging that they attempted to control the price of cottonseed oil and the ginning industry in the state. Who is next?

PEANUT BRAN is an established feedstuff in Germany. The bran made up of the ground red inner skin of the kernels and fragments of the kernels, together with 20% to 30% of ground shells, is in good demand at \$11 to \$11.50 per ton at Hamburg. The bran consisting of the ground outer shells only has a much lower nutritive value and sells for \$9.50 per ton. The principal use of this bran is as a filler for molasses and other concentrated feeds.

REGULATION of ocean steamship lines has been investigated by the Canadian government. H. L. Drayton of the Canadian Railway Commission spent the entire summer on a study of the matter and will soon submit a report. Members of the English House of Commons have frequently called attention to the increase in ocean rates within the past few years, claiming that the increases are without justification and urging government regulation. Such regulation could only be attained by co-operation between England, Canada, United States and other countries; and it is believed that Mr. Drayton will report that any attempt at regulation would end in failure.



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Supreme Court Decisions

Landlord's Lien.—A provision in a farm lease that all crops grown on the premises "shall remain in the possession of" the lessor till payment of rent held to entitle the lessor, the rent being unpaid, to recover grain grown on the land from a purchaser from the lessee with notice of the facts.—*McGarvey v. Prince*, Supreme Court of South Dakota, 143 N. W. 380.

Warehouseman's Failure to Insure.—A warehouseman, agreeing to insure cotton stored with it, subsequently destroyed by fire, is liable for the full value, though it acted in good faith in compromising with the insurers on policies covering cotton, and has been guilty of no negligence, and though it has failed to insure the particular cotton.—*Rochelle Gin & Cotton Co. v. Fisher*, Court of Appeals of Georgia, 79 S. E. 584.

Warehouseman's Failure to Insure.—Where a warehouseman for hire receives goods for storage, and under an express contract or custom of trade, is under duty to insure them against loss by fire, if he commits a breach of duty imposed by the express contract or custom of trade, and his customers are damaged thereby, he will be liable.—*Farmers Ginnery & Mfg. Co. v. Thrasher*, Supreme Court of Georgia, 79 S. E. 474.

State Court has Jurisdiction on Interstate Shipment.—The courts of this state are not deprived of jurisdiction of an action against a delivering carrier for damages for loss of goods, on the ground that the shipment was interstate, and that under the Carmack amendment to the interstate commerce act only the initial carrier was liable, it being a resident of another state and liable there for the loss.—*Deaver-Jeter Co. v. Southern Ry. Co.* Supreme Court of South Carolina, 79 S. E. 709.

Removal of Cotton Seed Handling Plant.—Where a tenant undertook to erect a gin and cotton seed handling plant, and use the leased land for that purpose alone, but upon the destruction of its ginhouse by fire moved its plant, and for two years refused to use the land for the purpose intended, it thereby surrendered the lease, and could not thereafter remove a cotton seed shed erected by it, even if it might have so removed it within a reasonable time after the fire, since, such building being part of the freehold, the title thereto vested in the owners of the soil.—*Zeigler v. Lexington Compress & Oil Mill Co.* Supreme Court of Mississippi, 63 South. 220.

Reparation Award by Interstate Commission.—A suit brought by one in whose favor the Interstate Commerce Commission has made an award of damages by way of reparation, under the authority of Interstate Commerce Act, Feb. 4, 1887, c. 104, § 16, 24 Stat. 384, as amended by Act March 2, 1889, c. 382, § 5, 25 Stat. 859, and Act June 29, 1906, c. 3591, § 5, 34 Stat. 590 (U. S. Comp. St. Supp. 1911, p. 1301), is not a suit on the award, qua award, to recover the amount of the same, but a plenary suit for damages actually sustained by the plaintiff by reason of the violation of the act as conclusively found by the Commission, and he must prove facts from which defendants' liability may be properly inferred, and not merely conclusions of the Commission from facts. A report of the Commission, awarding damages to a plaintiff as reparation for excessive rates charged, held not to contain findings of fact, as required by Interstate Commerce Act, Feb. 4, 1887, c. 104, § 14, 24 Stat. 384 (U. S. Comp. St. Supp. 1911, p. 1297), sufficient to constitute prima facie evidence of actual damage sustained by plaintiff.—*Lehigh Valley R. Co. v. Clark*, U. S. Circuit Court of Appeals, 207 Fed. 717.

Implied Warranty of Grain.—Where, in pursuance of a contract to furnish a car of "Fancy clip't seed oats" the seller, who was merely a middleman, furnished a car of oats of that description, the fact that there was a latent defect in the oats which prevented their germinating, of which the seller had no knowledge, did not render him liable to the buyer, as there was no implied warranty as to quality.—*Coleman v. Simpson, Hendee & Co.*, Supreme Court of New York, Appellate Division, 143 N. Y. S. 587.

Interstate Commerce.—Civ. Code 1912, § 2573, providing that every claim for freight overcharged or for loss of or damage to property while in the possession of common carriers shall be adjusted and paid within 30 days in case of shipments wholly within the state, and within 40 days in case of shipments from without the state, and that failure to adjust and pay such claims within such periods shall subject the common carrier so failing to a penalty of \$50, does not unlawfully regulate or unreasonably burden interstate commerce, and is valid in the absence of legislation by Congress on the same subject.—*Varnville Furniture Co. v. Charleston & W. C. Ry. Co.* Supreme Court of South Carolina, 79 S. E. 700.

Transfer Allowance not a Rebate.—A deduction of two cents per hundred pounds from the freight charge on sugar shipped in carload lots to certain terminal points allowed by the rate schedule filed and published by an interstate railroad carrier to cover cost of transfer from refinery to station, which is allowed to all shippers alike, regardless of the actual cost of such transfer, is not a rebate within the meaning of the Interstate Commerce Act of February 4, 1887, c. 104, § 2, 24 Stat. 379 (U. S. Comp. St. 1901, p. 3155), nor is it a discrimination within section 3, or otherwise in violation of the act; the net rate being the same to all shippers.—*American Sugar Refining Co. v. Delaware, L. & W. R. Co.* U. S. Circuit Court of Appeals, 207 Fed. 733.

Broker Can Not Sell to Himself.—Neither a broker nor a factor can sell the goods to himself, unless his principal consents thereto with full knowledge of the facts, or agrees that he shall do so. A sale of the goods by a broker or by a factor to himself is prima facie voidable; the principal being entitled to either ratify the sale or recover the actual value of the goods. A "broker" is a mere negotiator for others, and ordinarily does not act in his own name, or have custody of the goods, while a "factor" may buy and sell in his own name as well as in the name of his principal, and has possession and control of the goods and a special property therein.—*Sutton & Cummins v. Kiel Cheese & Butter Co.* Court of Appeals of Kentucky, 159 S. W. 950.

Insurance on Lumber from Elevator.—The subject of the insurance was described in these words: "On his interest in the lumber in Wabash Elevator No. 4, while on the premises, situated on Middle Ground near the Maumee river, Toledo. It is understood that the building is in process of demolition and said insurance is to cover above described lumber while on the premises." Held, this advised the underwriters of the nature and extent of his interest as an element of the risk. Another clause avoids the policy, "if the subject of the insurance be a building on ground not owned by the assured in fee simple." The building was upon the ground described in the policy, but the fee simple title to the land was not in the plaintiff. Held, the property insured was not part of the real estate but lumber in a building in process of demolition. Therefore this clause of the policy has no application to this case.—*Ensel v. Lumber Ins. Co. of New York*, Supreme Court of Ohio, 102 N. E. 955.

THE FILIPINOS are learning to eat corn, according to U. S. Commissioner of Education Claxton; and, as a result, American corn is driving out rice in the Philippine Islands as a staple article of food.

Crop Improvement.

The Ohio wheat-growing contest was won by Earl Bright, Putnam County, with Herman Sandow, Huron County, second, and J. W. Melick, Perry County, third. The first prize was \$100.

Meetings are being held now in Will County, Ill., for the purpose of selecting a county type of corn. A two days' agricultural school will also be held in every township in the county.

Marquis wheat, a hardy variety developed by the experiment station of the Province of Ottawa, is being tested by the University of Minnesota to determine its adaptability for the northern parts of the state.

The County Buro of Pettis County, Mo., will hold an auction Dec. 5, at which will be sold the corn winning prizes in its annual acre-yield corn contest. The purpose of the auction is to aid in the distribution of the prize seed.

Prof. Perry G. Holden recently completed a 36-day alfalfa campaign in Washington, Oregon and Idaho, during which time he traveled 2,700 miles, stopped at 133 towns, and talked to 50,000 people. Prof. Holden had a five-car special train and was assisted by a score of experts, who traveled in automobiles in all directions from the various towns at which the train stopped to reach the farmers not on the railroad. As many as 25 meetings were held a day.

Demonstration farms will be operated by the Spink County Farm Improvement Ass'n of Spink County, S. D. A number of farmers have consented to place their farms under the management of the Ass'n's expert, John E. Larson. Mr. Larson will instruct them what crops to plant and how to cultivate them. It is believed that this method will prove the most effective means for showing the county's farmers how to handle their land. This ass'n, which was organized last February, first used small plots of from 5 to 10 acres on various farms for demonstration purposes. So successful were these plots that 162 farmers have now signified their willingness to act as co-operators.

Minnesota bankers are aiding their farmers in every way possible to purchase live stock. One bank is loaning money for the purpose of buying cows at 1% under the current rate. Another bank bot two carloads of blooded Holsteins and sold them to the farmers at cost and on time, where necessary. Another banker sent a man to Montana to purchase 100 bus. of alfalfa seed, which was sold to the farmers at actual cost. The bankers are awakening to a realization that their prosperity depends upon the farmers' prosperity, and that the farmers' prosperity is made more certain and more permanent if he can be induced to engage in mixed farming and cattle raising.

The Lehigh Valley Railroad will operate a special crop improvement train for the purpose of organizing county farm and soil improvement buros in every county on its lines. The train will be manned by the company's agricultural experts together with Bert Ball and Prof. Frank H. Demaree of the Crop Improvement Com'te. The train will carry agricultural exhibits, seed testing devices and other paraphernalia for demonstration work. The plan is to stop the train at each county seat and from there send out six or more speakers, equipped with stereopticons, who will hold meetings in the various townships during the day. In the evening a banquet and lecture will be

given at the county seat to the bankers, business men and prominent farmers, and a permanent county buro will then be organized.

The Agricultural Com'te of the Cincinnati Chamber of Commerce recently mailed 1,200 letters to farmers in Hamilton County to urge them to produce better and bigger crops.—S.

J. A. Stainbrook of Franklin, Ind., won the sweepstakes at the second annual Terre Haute corn show recently, leading 500 competitors. Perry Joak won the Vigo County sweepstakes.

The Philadelphia Commercial Exchange and the Corn Exchange National Bank are making big preparations to entertain the 2,000 Ohio boys and girls who will visit Philadelphia Dec. 4 and 5 on their trip to Washington, the prize given them in the state corn-growing contests.—C.

AUSTRALIAN STATES Studying American Methods.

If the recommendations of the Royal Commission on the Marketing, Transportation, and Storage of Wheat are approved by the government, the state of Victoria, Australia, will abandon its present method of handling wheat in bags and will erect a complete system of country and terminal elevators.

The report recommends the construction of an elevator system capable of handling a wheat crop of 35,000,000 bus., and estimates that the total cost will be \$7,500,000. The elevator system as recommended comprises: a 2,750,000-bus. terminal elevator at Williamstown; a floating elevator at Williamstown for the handling of wheat at Port Melbourne, the Yarra Wharves, and the Victoria Dock; a 1,250,000-bu. terminal elevator; a 10,000-bu. country elevator at stations shipping out 50,000 to 75,000 bus. yearly; 15,000-bu. elevator at stations shipping out from 75,000 to 100,000 bus. yearly; 25,000-bu. elevators at stations shipping out from 100,000 to 150,000 bus. yearly; 35,000-bu. elevators at stations shipping out from 150,000 to 225,000 bus. yearly; 60,000-bu. elevators at stations shipping out over 225,000 bus. yearly; a limited number of 10,000-bu. elevators at certain other stations; and storage annexes at country stations.

The report recommends that a delegation be sent to study the wheat-handling facilities in Canada, United States, United Kingdom, and Argentina.

The State of New South Wales is also studying the advisability of constructing a system of government-owned, bulk-handling elevators; and employed the services of George T. Burrell, the well-known American elevator engineer, to make a study of the situation. Mr. Burrell has made his report to the government; and U. S. Consul General Bray states that the legislature will undoubtedly authorize the commencement of the work.

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of
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1903.....	96 per cent
1904.....	42 per cent
1905.....	26 per cent
1906.....	83 per cent
1907.....	85 per cent
1908.....	61 per cent
1909.....	5 per cent
1910.....	72 per cent
1911.....	35 per cent
1912.....	60 per cent
1913.....	35 per cent

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Ft. Worth, Texas.

MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO.,
Lansing, Mich.

GRAIN DEALERS NATIONAL MUTUAL FIRE INSURANCE CO.,
Indianapolis, Ind.

Supply Trade

Chicago, Ill.—The main sales office of the Carbo Steel Post Co., Chicago Heights, Ill., will, after Dec. 1st, be located in the Rand McNally Bldg.

Dallas, Tex.—Announcement is made to the trade by the Finton Construction Co. that its temporary headquarters will be in this city until further notice.

Wichita, Kas.—The P. H. Pelkey Construction Co. moved its offices to larger quarters at 145 N. Emporia Ave., where ample warehouse room is available.

Spokane, Wash.—The Spokane Grain Cleaner Co. has recently been incorporated with a capitalization of \$100,000. It will manufacture, principally, a grain scourer, invented by G. W. Lenhart.

Chicago, Ill.—The many friends of W. N. Goodman, Gen. Mgr. of the Richardson Scale Co., will be gratified to learn that he is speedily recovering from the effects of an operation for appendicitis.

Minneapolis, Minn.—One result of the recent visit of C. G. Hammond, Pres. of the Huntley Mfg. Co., Silver Creek, N. Y., was that the local office of this company has been moved into the Corn Exchange Bldg.

Chicago, Ill.—A most attractive paper-weight is distributed by the General Fire Extinguisher Co. It is a "Grinnell" automatic sprinkler head mounted on an ornamental base; and is both a clever advertisement and an attractive desk fixture.

Peoria, Ill.—The Hart Grain Weigher Co. has just absorbed the C. J. Huntley Co. of Decatur, Ill., and the plant is already being removed to this city. The Huntley Co., manufactured a line of pumps, employing about 90 men, with an invested capital of \$50,000. The Hart Co. is now one of Peoria's great manufacturing concerns.

Chicago, Ill.—What can be termed, without exaggeration, a work of art, is the handsome illustration of the new Pennsylvania R. R.'s elevator at Girard Point, Philadelphia, which will be completed early next year by James Stewart & Co., engineers and contractors. It pictures with distinctness the big export elevator's position on the harbor, and gives a splendid idea of the general working plan for the transfer of grain.

Silver Creek, N. Y.—In many respects an exceptional piece of business literature, is the recent catalog devoted to feed mixers, published by the S. Howes Co., Inc. Typographically, as well as in the pertinency of its text matter and the splendid illustrations, make it distinctly worth while. Every grain dealer ought to be interested and have this valuable book for reference. Readers of the Journal will be supplied upon request to the S. Howes Co.

Omaha, Neb.—The Hall Distributor Co. has published and has ready for distribution its new catalog "B," devoted to the illustration and description of the various styles of automatic overflow signaling grain distributors. One especially pleasing feature is that the booklet is constructed on the loose leaf principle, so that later editions to the catalog might be conveniently made. The way to insure having this valuable booklet ready for immediate and continued reference,

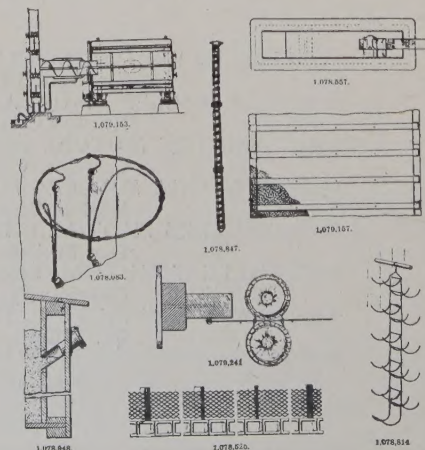
is to drop a line to the Hall Distributor Co., who will send it to readers of the Journal.

\$1,000 for an idea seems like a large amount to pay. But in a field like advertising, an idea may mean hundreds of thousands of dollars in increasing the effectiveness of the selling expenses of manufacturers. Recognizing this fact, Advertising & Selling Magazine of New York has offered \$1,000 in cash for that article which will do most to push forward the development of advertising or selling. The award is to be made at the Advertising Convention at Toronto, and the decision of merit will be made by the Awards Committee of the Association.

Baltimore, Md.—In order to care properly for the big increase in its volume of business, the Baltimore branch of the H. W. Johns-Manville Co. has been compelled to seek larger quarters. The new home of the company is a modern six-story building, located at 207-13 E. Saratoga St., within two blocks of the Post Office and right in the heart of the business section. It will include an attractive store and up-to-date offices, in addition to large warehouse accommodations. To facilitate the handling of incoming and outgoing shipments there will be a railroad switch running into the building.

Chicago, Ill.—The Hess Warming and Ventilating Co. announces a new application of the Hess Improved Moisture tester for testing the moisture in flour, ground feed, cornmeal, etc. This has been accomplished after several months of experiments, and the apparatus is entirely successful on the products mentioned. The older testers made by the Hess Company may be used, but a different testing oil is necessary and smaller receiving graduates are desirable, though the larger ones may be used, if preferred. There has been a constant demand from flour and feed mills for testers for these products, and this is said to be the first announcement of success accomplished in this line.

THE QUAKER OATS CO. was made the subject of an investigation begun at Chicago, Nov. 14, by a federal grand jury with a view to criminal prosecution under the Sherman anti-trust law. The jury is delving particularly into the nature and legality of the absorption by the Quaker Oats Co. of the Great Western Cereal Co. A civil suit to dissolve the "oatmeal trust" was started last June by the government. The Quaker Oats Co., according to the United States District Attorney, now controls 90% of the cereal business in this country.



Patents Granted

Seed Corn Holder.—No. 1,079,241. (See cut.) Amund P. Hertsgaard, Kindred, N. D. This rack consists of U-shaped holders, in pairs, suspended from a supporting yoke.

Bag-Holder. No. 1,078,083. (See cut.) Orrin E. Blood, East Las Vegas, N. M. This device consists of a single piece of wire bent into a hoop with two supporting V-shaped brackets.

Conveyor Belt. No. 1,079,157. (See cut.) William W. Batchelor, Chelsea, Mass. This belt is provided on both sides with a hem forming pockets. Into these pockets are fitted the ends of slats extending across the belt.

Seed Corn Rack. No. 1,078,814. (See cut.) Frank P. West, Orting, Wash. A frame is provided to support vertical and horizontal strands. On these strands are mounted wire loops, in pairs, for supporting the ears of corn.

Conveyor for Dryers. No. 1,078,528. (See cut.) Thomas Allsop, Philadelphia, Pa. This conveyor consists of parallel endless chains connected by regularly spaced cross pieces, which are provided with aprons. The adjacent ends of the aprons are connected by means of a locking bar.

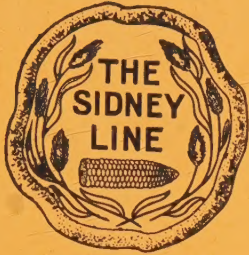
Inspection Device for Grain Cars. No. 1,078,948. (See cut.) Benjamin F. Owens, Rockwell City, Ia. This device consists of a short cylinder open at both ends set in the side of the car at an angle of 50°. This cylinder is provided with a flange for attaching it to the car side, and with a hinged cover.

Grain Sampler. No. 1,078,847. (See cut.) Wilhelm Grauenfels and Josef H. Grauenfels, Bucharest, Roumania, and David Grauenfels, Brasso, Austria-Hungary. This sampler consists of an inner and an outer section, rotatable, and arranged to lock in a fixed position. The inner section is provided with transverse partitions with inclined upper faces. Means are provided for connecting the adjacent ends of the sections.

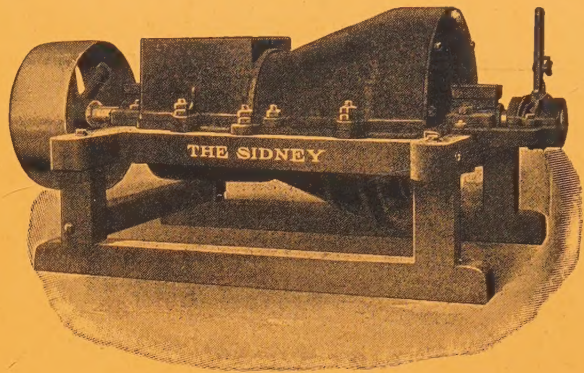
Apparatus for Treating Seeds. No. 1,079,153. (See cut.) Ludwig Topf, Erfurt, Germany. This machine consists principally of a rotary drum having a perforated external casing and an inner casing provided with agitators pivotally mounted thereon. The external casing is equipped with pocket-like conveyors, the pockets being so formed as to catch portions of the seed and allow them to trickle slowly down in small quantities during the rotation of the drum.

Car Door Seal. No. 1,078,557. (See cut.) James W. Rumsey and William H. Sheasby, Chicago, Ill. This device consists of a stationary member on the door, a movable locking and unlocking member mounted on the door, and a pair of lugs, one mounted on each of said members. These lugs lie side by side when the door is locked. One of them has an anvil face and the other is provided with a hole registering with this face. A sealing rivet of soft metal is driven into this hole and against the anvil face, the inner end of the rivet being adapted to spread and lock the rivet in the hole.

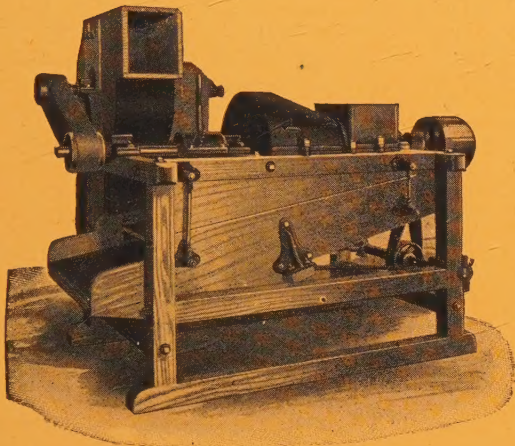
SOYA BEAN seed is being distributed in South Africa by a firm of English soapmakers. Tests made by the government experimental farms in South Africa have demonstrated that soya beans grown there will yield from 20% to 22% of oil, as against 15% to 16.5% of oil from the same varieties in Manchuria. The cost of transportation of the beans from South Africa to England is half the cost from Manchuria.



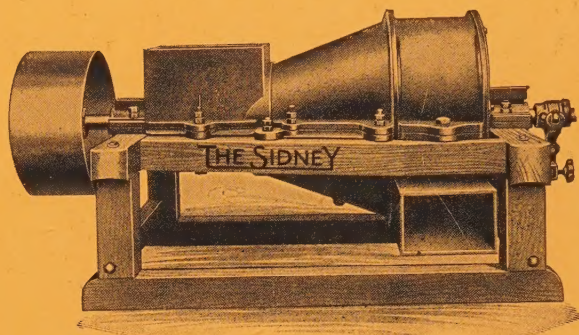
Established 1859



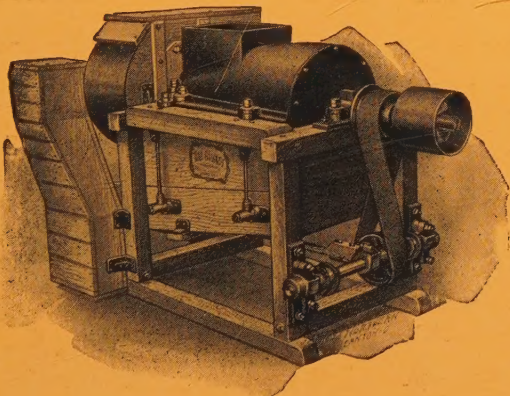
Sidney Regular Corn Sheller



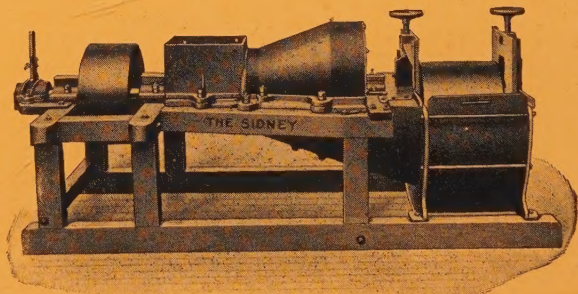
Sidney Combined Sheller and Cleaner



Sidney Fan Discharge Corn Sheller



Sidney Mill Sheller



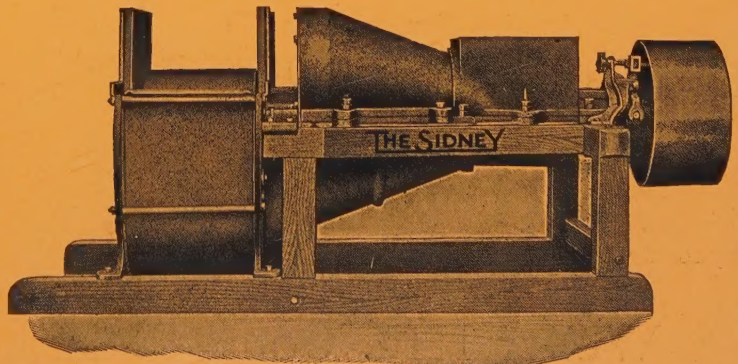
Sidney Combined Sheller and Boot, With Belt Tighteners on Boot

Write for catalogue fully describing the Sidney Line of Corn Shellers, Grain Cleaners, Chain Drag Feeders, Wagon Dumps, Manlifts, Elevating and Conveying Machinery.

The Philip Smith Mfg. Co.

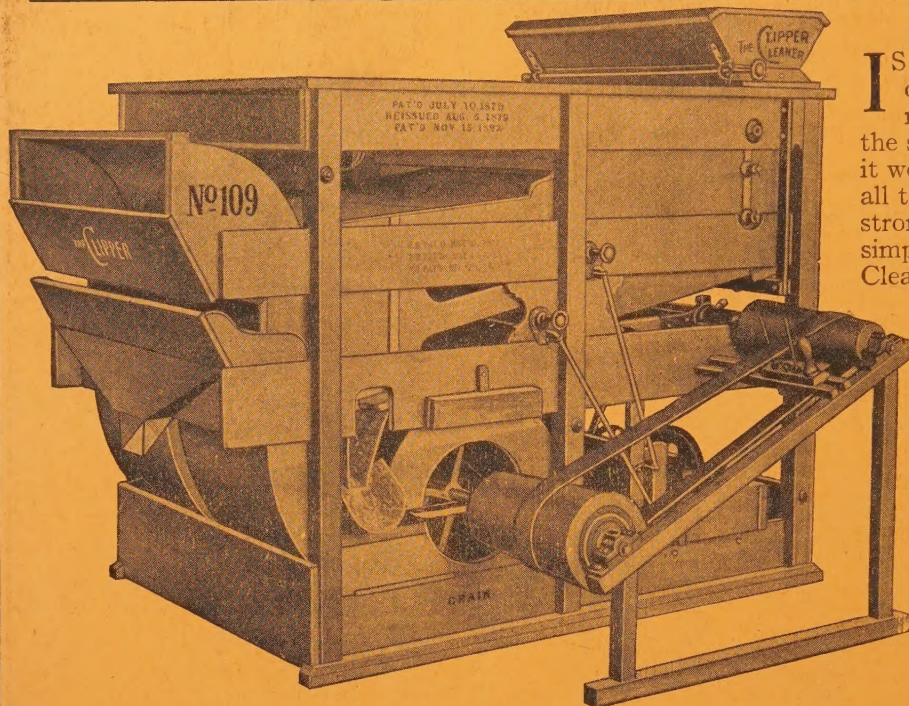
SIDNEY, OHIO

Warehouses { ENTERPRISE, KAN.
CEDAR RAPIDS, IOWA.



Sidney Combined Sheller and Boot, Without Belt Tighteners on Boot

The No. 109 Clipper Cleaner



IS UNEQUALED for handling seeds or grain in local elevators. This machine has Traveling Brushes on the screens which enables you to keep it working to its full screen capacity all the time. It is very light-running, strongly built, easily installed and simple in operation. We guarantee this Cleaner to give perfect satisfaction on clover seed, timothy or any kind of grain, and it can be operated with one-fourth the expense for power of any suction cleaner on the market. It will not require over one-half of one horse-power on clover or any kind of seed, nor over one horse-power on grain. If you are looking for a first-class, up-to-date cleaner of moderate capacity, we would be glad to send you catalog and give prices and particulars upon request.

A. T. FERRELL & CO., Saginaw W. S., Michigan

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